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ILLEGAL POSSESSION OF DAGGERS

COURT CASES.

CHINESE YOUTHS SMARTLY SENTENCED TO-DAY

"A LIKELY STORY"

Sentence of five years hard labour each and 20 strokes of the birch was the sentence passed at the Central Magistracy this morning on two Chinese who were charged with the unlawful possession of daggers in Main-street at Shaikwan on the night of September 19 last.

Two Magistrates, Mr. R. E. Lindsell and Major C. Willson, O.B.E., tried the case. The first accused pleaded "guilty," whilst the other who attempted to run away and had to be shot at and wounded by the police before he surrendered, denied that he ever had a dagger in his possession.

Evidence was given with regard to this man's arrest by Ng Say, Chinese constable C191. He said that at about 8.30 p.m. on September 19, as the result of information received a party of four Chinese constables (including witness) under the charge of Detective Sergeant McEwen proceeded to the tram terminus at Shaikwan where they took cover in the tea shed there.

"Don't Move!" Soon after their arrival at the shed, the police informer came in and made another report as the result of which the police party followed three Chinese in black clothing who were walking along Main-street in the direction of the Police Station. One of the trio was walking in the centre of the street slightly in front, whilst the other two walked behind side by side.

When the witness was about 15 yards away from the pair the two men parted. The witness followed the second accused who had walked to the right of the street. As the witness got close to his man, he heard the voice of Chinese Sergeant Lam Kwan saying "Don't move."

Something White Second accused (the man whom witness was following) thereupon looked round and witness called out to him "Stop, don't move." With a quick movement the accused drew something from his girdle, whereupon witness produced his revolver and covering the accused said: "Don't move, or I will shoot you dead." Accused then bolted and the witness gave chase. Witness fired two shots into the hill-side with the view of making the accused stop, but the latter ran on. As he ran, accused threw something white behind him with a backward swing of his right arm. Witness noticed that it fell among some tall grass about 10 yards from the foot of the hill.

The chase was continued and the witness fired four shots at the fugitive, aiming at his feet. The last shot caused the accused to stop and he crouched down. When witness got up to him, he found that accused had been wounded in the right ankle. Accused was placed under arrest and taken to the Shaikwan Police Station, and later to hospital.

Later that same night, some coolie women were engaged to cut the grass at the spot where the something discarded by the accused had dropped, and the witness saw Sergeant McEwen recover a dagger (in Court).

M. LAURENT EYNAC

APPOINTED NEW FRENCH AIR MINISTER

SUPREME CONTROL

Paris, Yesterday. The Cabinet Council has decided that the Air Minister, Mr. Laurent Eynac, should have supreme control of all aviation and the military, naval and colonial air forces should work in close collaboration with him.—Reuter.

SWEDISH CRISIS

GOVT'S ACTION FOLLOWING THE ELECTIONS

Stockholm, Yesterday. Following the conclusion of the elections for the Second Chamber, announced on September 22, the Swedish Government has resigned.—Reuter.

IS LEAGUE WORTH THE PRICE?

INDIA'S QUERIES

IMPORTANT SPEECH BY LORD LYTTON

A WARNING

London, Yesterday. Lord Lytton, (India) at the Govena assembly protested against the increased league expenditure. He said there was nothing in the present circumstances to justify the exceptional expenditure, and that the increase was caused by the inadequacy and the defective nature of the method of controlling and limiting the spending. India found it very difficult to justify the increased contribution and there was a widespread view in India that the League was not of much value to Eastern countries, and that there seemed to be a tendency definitely in the direction of strengthening European interests at the expense of other countries and races. His lordship reminded the Assembly that the question was often discussed in India whether membership of the League were really worth the price, and he feared the time might come when the Government of India might find it impossible to answer in the affirmative. He felt bound to protest on behalf of the Indian delegation, which was profoundly dissatisfied with this year's budget.—Reuter.

SALT GABELLE

FEARS OF DISCONTINUATION BEING DISPELLED

FOREIGN STAFF TO STAY

Peking, To-day.

It is believed that the Nationalist Government's scheme for payment of the Salt Loans means the continuance of the Salt Gabelle (with its degree of foreign management). Recently, it will be recalled, there were fears that the Salt Gabelle would completely collapse and that the retention of foreigners in the service would be dispensed with. These fears have now, apparently, been dispelled by the announcement of the Nationalist Government.—Reuter.

Note: [An earlier cable on how the Loan funds will be found is printed on page 2.]

MISS TOBIN'S FATE.

BISHOP HOLDEN ARRIVES AT CHIUNGING

SOLDIERS' SEARCH CONTINUES

Wuchow, Yesterday. Miss Tobin, of the Church Missionary Society, had not been released by her bandit-captors last night (that is, Sept. 25) but provincial troops are still searching for her.

The Rt. Rev. John Holden, M.A., D.D., Bishop of Kwangsi and head of the Church Missionary Society in that part, has arrived at Chiunging.—British Naval Wireless.

Bishop Holden's headquarters are at Yungchow, in the south of Hunan. To reach Chiunging, he had to go up one River and then down another, over tortuous water and difficult country and the overland journey has been done in remarkably good time. It has been Bishop Holden's boast that in his long experience he has never had to ask for an armed escort when moving about in the interior.

FOUR HOURS' FIRE

2,000 BUILDINGS IN HANKOW DESTROYED

Hankow, Yesterday. A most disastrous fire broke out in the native city early in the morning of Sept. 25, over 2,000 huts, houses and shops being gutted and the Chien-mai, one of the principal streets of the native city, being wiped out.

The exact number of casualties has not yet been ascertained. Seven bodies have so far been recovered. It is believed that many people jumped into ponds to escape the flames and were drowned.

It is stated that 7,000 people are homeless. The fire started in a gambling den and spread with tremendous rapidity owing to the congested areas and the high wind. Firemen got the conflagration under control after four hours' fighting with the flames.—Reuter.

'HAKUHO MARU' SAFE LAST NIGHT

NOW IN HAINAN BAY

H.M.S. "THRACIAN" RETURNS WITH GOOD NEWS

WIRELESS PREDICTION WRONG

The Japanese cargo steamer "Hakuho Maru" is safe after anxiety had been felt following the broadcasting of an S.O.S.

At 3.17 p.m. yesterday, she reported that she had grounded in Hainan Middle Channel.

Later she reported that she was sinking, the message reading:—

"Immediately rescue. Sunk in 10 minutes. No ships yet arrived."

At 7.30 p.m., H.M.S. "Thracian" of the 8th Destroyer Flotilla left Hong Kong to assist, if possible, and to search for survivors.

Then at 10.10 last night, when "Thracian" was going full speed on the journey of nearly 300 miles south-westward to the Hainan Straits, she picked up a report from the distressed vessel to the effect that she was safe and proceeding to Hainan Bay. "Thracian" returned to Hong Kong at 7 a.m. to-day with the good news.

Ominous Interval

The location is believed to be:—Middle Channel, Hainan Straits, Two-miles Patch—2 miles distant, south-east.

It is thought that the wireless with "sunk in 10 minutes" meant that the ship was on an uneven keel and in danger of sinking. The fact that the message was sent proved that she could not have gone down yet.

Then followed an ominous interval of several hours during which it was reasonable to assume that the worst had ensued. Somehow or other, in spite of it being indicated that the vessel had been holed and was making water, she must have righted herself and gone to an anchorage, dispensing with the services of H.M.S. "Thracian."

The "Hakuho Maru" was formerly the "Itola" then owned by the British India S. N. Co. She was built in 1900. Her dimensions are length 410 feet, beam 50.7 feet, depth 28.9 feet, net tonnage 3,247 gross tonnage 5,897. She does not call here.

LINKING UP

RAILWAY FOR THE INTERIOR OF CHINA

LUNG-HAI LINE LOAN

Shanghai, Yesterday.

Discussing the proposed extension of the Lung-hai Railway from Hachow (on the North China coast) to Kansu (in the western interior of China), in connection with which the Kuo Min news agency recently reported that negotiations had been concluded with a "certain financial group," the "N. C. Daily News" declares that the report is well founded.

The belief prevails that a group of Belgian financiers is interested, although the amount of the loan or the names of the lenders have not transpired. It adds that it is known that fifty locomotives are coming either from France or Belgium to Pukow and the presumption is that these—or at any rate a part of them—are for the Lung-hai extension.

Though the Lung-hai Railway at one time was left with only four out of 150 locomotives, its position has become very much better during the past two months and the earning power of the line has reached a satisfactory basis. Apparently Feng Yu-hsiang (the "Christian General") is using his influence for the development of the line.—Reuter.

THE LEAGUE

THE NINTH ASSEMBLY CONCLUDED

BUDGET ADOPTED

Geneva, Yesterday.

The ninth Assembly of the League of Nations has adopted the Budget and has closed.—Reuter.

The Voting

Later. The analysis of the voting on the Budget shows 18 members in favour including Britain and Canada; six against, including India; and New Zealand and 11 abstentions, including Australia.

After the voting India and others withdrew their opposition for the sake of unanimity.—Reuter.

'FATHER' OF THE CITY OF LONDON

HONOURS.

BARONETCY FOR RETIRING LORD MAYOR

TWO KNIGHTHOODS

London, Yesterday. H.M. the King has approved that a Baronetcy of the United Kingdom be conferred upon Sir Charles Batho on the occasion of his retirement from the office of Lord Mayor of London and that Knighthoods be conferred upon Mr. Henry Davenport and Mr. Frederick Green on their retirement from the office of Sheriffs of the City of London.—British Wireless Service.

MEXICO'S PRESIDENT

SUCCESSOR TO OREGON ELECTED

SENIOR EMILIO GIL

Mexico City, Yesterday.

Senior Emilio Gil, Minister of the Interior, has been elected without opposition as provisional President of Mexico until February 5, 1930, at a joint sitting of the Senate and Chamber.

The candidate recently announced that he would support the policy of President Calles and would enforce the religious laws throughout the country.—Reuter.

"FAIR"

N.E. winds, fresh, fair, is the forecast until noon to-morrow. An anticyclone is central over Korea.

A trough of low pressure extends from Indo-China to Guam. Fresh monsoon may be expected along the S.E. coast of China and over the N. China Sea.

INDIAN REFORM

VICEROY'S STATEMENT AS TO CONTROL COMMITTEE

THE INVITATIONS

Simla, Yesterday.

The Viceroy has notified Sir John Simon, in accordance with his request for the completion of the proposed Control (Central) Committee to co-operate with the Simon Commission, that he has invited the Indian members of the Legislative Council to the Viceroy's Palace to discuss the matter. He has also invited Sir Sankaran Nair, one of the Council of State selections, to act as chairman of the committee.—Reuter.

TIN TRUST

ANOTHER MALAYAN COMBINE BEING FORMED

London, Yesterday.

The Tin Election Trust and the Anglo-Oriental Mining Corporation, Ltd., are sponsoring the formation of a new combine of Malayan tin producing undertakings to be known as the London Malayan Tin Trust, Ltd.

The new trust, in which 16 important companies, with a combined output approximating to twelve per cent. of the total world production, will be associated, will have an authorised capital of £2,000,000.—British Wireless Service.

THE TORNADO

£100,000,000 FOR FRENCH VICTIMS

Paris, Yesterday.

The Ministers in Council have voted £100,000,000 to help the French West Indies tornado victims.—Reuter's Havas Service.

SPOILS OF WAR

Shanghai, Yesterday.

A message from Nientsai says that General Pei Chung-hsi (commanding the Nationalist expedition) claims that 35,000 rifles, 27 aeroplanes, 230 field guns, 120 machine guns and five armoured trains were taken by his forces in the recent campaign against the Northern troops.—Reuter.

TO-DAY'S DOLLAR

The closing rate of the dollar on demand, to-day was 1/15 15/16.

ANOTHER SPANISH DISASTER

FORT EXPLOSION

MANY MEN, WOMEN AND CHILDREN KILLED

HOUSES WIPED OUT

Melilla, Yesterday. Forty have been killed and 200 injured in an explosion at a Munitions' depot at Fort Cabrilas.

Later. The latest official information regarding the explosion is that 31 civilians, men, women and children were killed and 200 injured.

The military casualties, both European and native, are very heavy.

The total casualties will probably not be ascertainable for some time.

The fortress has been reduced to ruins.

Eye-Witnesses' Story

An eye-witnesses' account of this, the second disaster which has overtaken the Spanish nation within a few days, says that the explosion occurred as the audiences were emerging from the theatres and when the streets were crowded with people going.

There was a sudden flash, which rent the sky, followed by a terrific detonation, splinters of glass and chimney pots, and showers of mud and sand rained in the streets.

The panic-stricken crowds believed that an earthquake had occurred.

Nothing was left of the fortress but a huge funnel-shaped crater bordered with blocks of stone.

Complete darkness impeded the rescue work.

44,000 lbs. of Powder

The Fort of Cabrilas was originally in the outskirts of the town but was surrounded recently by numerous native houses, most of which were blown to smithereens when 44,000 lbs. of black powder exploded.

It is feared the casualties will be over 40 dead and 200 injured.—Reuter.

FUEL CONFERENCE

A DOCTOR'S OIL "CRACKING" PROCESS

NOT TAKEN "TOO SERIOUSLY"

London, Yesterday.

Speaking before the Oil Section of the World Fuel Conference here, Dr. Gustav Egloff, of Chicago, said the "cracking" process was producing over five billion gallons of gasoline a year from petroleum oils, and it would be possible commercially to "crack" coal tar, oil shales, asphalt tars, and vegetable and fish oils.

Within six months, the cracking process could be extended in the United States to produce hydrocarbons necessary to supply the world's requirements, as well as a synthetic rubber-like material suitable for motor tyres.

A delegate expressed the hope that for the sake of the rubber industry in the East, the "cracking" industry would not be developed.

The Chairman (Sir Thomas Holland)—You must not take too seriously everything Dr. Egloff told you.—Reuter.

COTTON TRADE

SPINNERS COMBINE OF 14 COMPANIES

£25,000,000 CAPITAL

London, Yesterday.

A special meeting of the Oldham members of the Lancashire Shareholders' and Loanholders' Protection Association unanimously supported the scheme to form a combine of fourteen cotton spinning companies, to be known as the Spinners' Combine, Limited. The capital will be £25,000,000 in pound shares.—Reuter.

BOBBY JONES

TO TAKE PART IN THE "POLITICAL GAME"

CANDIDATE STATEMENT

Atlanta, Georgia, Yesterday. Bobby Jones has accepted the leadership of a committee of athletes who are going to work for Governor Al Smith, the Democratic nominee for the Presidency. Jones says: "I don't know anything about politics, but I am emphatically in the disposal of the Democratic Party."—Reuter.

LANDLADY AND HER LODGERS

NO RIGHT TO DETAIN

BUT NO DAMAGES AWARDED TO MR. & MRS. HOWARTH

MRS. L. R. YOUNG SUCCEEDS

Judgment for the defendant, Mrs. L. R. Castellian, now Mrs. Young, was given by the Puisne Judge (Mr. Justice P. Jacks) in the Summary Court this morning in the case in which the plaintiffs, Mr. and Mrs. Abraham Howarth, sued for \$1,000 damages for illegal detention of baggage, etc.

His Lordship decided that Mrs. Young was not an inn-keeper and therefore had no lien on the Howarths' property; but, he added, no evidence had been shown that the Howarths had suffered any damage by the detention.

Mr. H. C. Macnamara was for plaintiffs. Mr. Leo d'Almada, Jr., instructed by Mr. Leo d'Almada Castro, Sr., was for defendants.

Mr. Leo d'Almada, Jr., asked his Lordship to certify for counsel as the case was involved and included a number of legal points. His Lordship refused on the ground that the case might have appeared to have been involved but it had turned out to be a simple one. He, however, awarded ordinary costs.

Great Surprise

The judgment was delivered as follows:—

The plaintiffs in this action are Mr. and Mrs. Howarth who, after residing in Kowloon for some time, decided in July to seek rooms on this side of the harbour. They got into communication with the defendant, Mrs. L. R. Young, and eventually agreed to take a room from her at No. 2A, Queen's-road Central for \$65 from August 1. The plaintiffs say they only took the room for one month; the defendant says they took it for an indefinite period subject to one month's notice on either side. I will deal with this point later on.

The plaintiffs paid \$65, being one month's rent in advance. They were to pay 50 cents for each meal as they had on the premises. Nothing of any consequence happened until August 14 after the plaintiffs had been in occupation of the defendant's room for a fortnight when Mr. Howarth remarked at lunch that they were sailing for Australia on August 31. This was a great surprise for the defendant who spoke to Mrs. Howarth about it after the meal and asked if the plaintiffs were really going at the end of the month and if they intended to give her notice as she would expect rent in lieu of a month's notice. Mrs. Howarth refused to give notice. From that time forward relations between the parties appear to have been somewhat strained.

No Message

An August 27, the plaintiffs say, they went to dine with friends at Kowloon and that those friends subsequently asked them to spend the night there. They apparently did not take the trouble to send any message to the defendant to inform her that they were not returning that night. The defendant said that as she did not hear them return she went to their room about eight the next morning and found all their baggage packed and the sheets and blankets folded on the bed as though it was not intended to be slept in that night.

She accordingly locked the door so that the baggage should not be tampered with. At 9.30 Mr. Howarth returned and on finding the door locked sought the defendant and said he wanted to take away the baggage. The defendant said he could not have it until she had consulted her solicitors and ascertained what her position was, unless he was prepared to pay her \$32.50 in lieu of notice. Mr. Howarth refused to pay. Both parties consulted their solicitors and, later in the day, \$32.50 was paid under protest.

Passages Cancelled. The defendant said she then telephoned and said the plaintiffs could have their baggage if they called for it. Mr. Howarth called in the morning of August 29 with coolies and then took the baggage away.

In the course of that morning, he said, he cancelled the passages for Australia because he did not know when he was going to get his baggage back but he could not say when he cancelled the passages. He could not even remember whether he did it before or after he obtained the baggage.

In any event, the cancellation seems to have been premature and unnecessary in view of the fact

FORMIDABLE LIST OF PIRACIES

2 MORE ON YANGTSEZ

BANDITS, IN ACTION, FIRE ON A.P.C. VESSEL

WUSHAN BATTLE IN PROGRESS

The latest list of Yangtze vessels which, during the last week or so, have been pirated or attacked by bandits, is appreciably lengthened to-day by the following:—

Piracy of one Chinese steamer on the Upper Yangtze by men who embarked as passengers.

Piracy of another Chinese steamer, on Middle Yangtze, similar modus operandi.

The Asiatic Petroleum Co.'s s.s. "Shukwang" (British flag) heavily attacked by bandits at Wushan.

Previous to this there was the piracy of a French passenger ship between Wanshen and Ichang, and the firing by bandits at Wushan on two British ships, the Indochina S.N. Co.'s "Kingwo" and the A.P.C.'s "Chinkwang," the latter twice.

It is curious to note that, following the report that General Yang Sen had despatched a force to deal with the outlaws at Wushan (between Wanshen and Ichang) on the Upper Yangtze, the "Shukwang" was fired upon heavily while the bandits, in turn, were being heavily engaged by the regular troops! The armed guards on the "Shukwang," as is always done now, returned the fire.

that the ship was not to sail until two days later. Mr. Howarth admitted later that the detention of the baggage was not the sole reason for the cancellation and Mrs. Howarth's explanation of the cancellation was by no means convincing.

Damages or Relief. The plaintiffs now claim:—

1. Hotel expenses incurred by reason of their having to leave the defendant's flat and the postponement of their voyage to Australia.

2. Damages for trespass.

3. Damages for illegal detention of their personal effects and baggage.

4. Such further relief as the Court may think fit.

At the trial points were raised as to what the defendant's position was and it was claimed on her behalf that she had a lien for her claim for rent in lieu of notice. I reserved my judgment in order that I might carefully consider the evidence and the legal aspects of the case.

Slept on a Sofa. With regard to the evidence the plaintiffs stated that they had lived in Kowloon for a considerable period. They were residents, not merely visitors, here. They also stated that when they took the defendants room they had already decided to go to Australia at the end of August and that they so informed the defendant. If this story is true, why were they so anxious to move their quarters at all? They were only going to be here for one month.

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(Camb. Teachers' Diploma).
—MISS GERTRUDE TURNER (National Froebel Higher Certificate).

MISCELLANEOUS

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Our men are employed by the leading passenger lines. We guarantee satisfaction.
Please phone or call: —
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C.2560—No. 36, Tung Man Street.

UNCLAIMED TELEGRAMS.

**THE GREAT NORTHERN
TELEGRAPH CO., LTD.,
OF DENMARK.**

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:
—Mr. Foo Pen-que, Kowloon Tai, from steamship "Kashgar."
—Daido Gunny, from Shanghai.
—Mrs. Orsco, Francis Hotel, from Shanghai.
—Miyasaka, "Hakusan Maru," from Yokohama.
—Nippon Yusen Kaisha, from Osaka.
—Pravala, from Tokyo.
—E. V. JESSEN, Superintendent.
Hong Kong, 20th Sept., 1928.

MARTIN'S PILLS
For Constipation
and Biliousness
Every box contains
a full description of the
disease and how to cure it.
Solely by "The China Mail."

PUBLIC AUCTION.

G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on **MONDAY**, the 1st day of October, 1928, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mong Kok Tsui, in the Colony of Hong Kong for a term of 70 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lots.	Lot No.	Locality.	Boundary Measurements.	Contents in Acres.	Annual Rental.	Unit Price.
1	1	Kowloon Island and New Territories.	As per sale plan.	1.100	80	\$300

LAMMERT BROS.

**AUCTIONEERS, APPRAISERS
AND SURVEYORS.**

Public Auctions—

THE Undersigned have received instructions to sell by Public Auction

ON
SATURDAY, 29th September, 1928, commencing at 10.30 a.m. at their Sales Room, "Duddell Street."

A Large Quantity of **GOLD and COLOUR SILK EMBROIDERIES**

Comprising:—
Table Covers, Curtains, Cushions, Shawls, Centre Pieces, etc., AND
Silk Stockings, Dresses, Hats and Sundries.

On View from Friday Noon, the 28th September, 1928.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.
Hong Kong, 26th Sept., 1928.

THE Undersigned have received instructions to sell by Public Auction

ON
MONDAY, the 1st October, 1928, commencing at 11 a.m., at No. 4, Minden Avenue, Kowloon.

A Quantity of **VALUABLE HOUSEHOLD FURNITURE.**

(Catalogues will be issued).
On View from Sunday, the 30th September, 1928.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.
Hong Kong, 26th Sept., 1928.

THE Undersigned have received instructions to sell by Public Auction

ON
MONDAY, the 1st October, 1928, commencing at 2.30 p.m., at No. 2, Quarry Point.

A Quantity of **VALUABLE HOUSEHOLD FURNITURE**

Comprising:—
Chesterfield Couch and Chairs, Teak Book Case, Pictures, Carpet, Table Fans, Brass Ornaments, etc., etc.

Teak Extension Dining Table, Teak Sideboard, E. P. Ware, Glass Ware, etc.,
Brass Mounted Iron Bedsteads, Teak Bedstead, Wardrobes, Bevelled Mirrors, Teak Dressing Tables, Marble Top Washbasins, Chest of Drawers, etc., etc.

also,
One Safe by G. Price & Co. and
A Few Pieces of Blackwood Furniture.

On View from Sunday, the 30th September, 1928.

Catalogues will be issued.
Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.
Hong Kong, 26th Sept., 1928.

THE Undersigned have received instructions to sell by Public Auction

ON
TUESDAY, the 2nd October, 1928, commencing at 5.15 p.m. at their Sales Room, "Duddell Street."

A Valuable Collection of **POSTAGE STAMPS.**

(Particulars from Catalogue).
On View from Monday, the 1st October, 1928.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.
Hong Kong, 26th Sept., 1928.

NOTICES.

G. R.
**HONG KONG TECHNICAL
INSTITUTE.**

THE INSTITUTE will RE-OPEN on **THURSDAY**, October 4th. Students joining Classes will be enrolled at the Education Department only; those joining Classes held at the Central British School, Kowloon, will be enrolled at that School.

Entry Forms and copies of the Prospectus may be obtained at the Education Department or the Central British School on October 1st.

**HONG KONG TRAMWAYS
LIMITED**

BATHING AT TSAT TSZ MUI
Western Market & Quarry Bay Service

**THE SPECIAL QUARRY BAY-
WESTERN MARKET CARS** will be withdrawn for the season as from the last day of September.
L. C. F. BELLAMY,
General Manager.
Hong Kong, 26th Sept., 1928.

MACAO RACES.

DRAFT PROGRAMMES and **ENTRY FORMS** for the **TENTH EXTRA RACE MEETING** to be held on **SUNDAY**, 14th October, 1928 (weather permitting), may be obtained from the **I.R.R.C.** Macao, Causeway Bay Stables and Rotor Advertising Co.
Entries close at Macao 2.30 p.m., **WEDNESDAY**, 3rd October, 1928.

**MACAO CHARITY AND
COMMERCIAL FAIR.****NOTICE.**

THE General Committee of the **MACAO CHARITY AND COMMERCIAL FAIR** announce that the **OPENING DATE** of the **FAIR** has been officially fixed for **3rd NOVEMBER, 1928**, at 9 p.m. weather permitting, and the **CLOSING DATE** on the **22nd DECEMBER, 1928**.

JOAQUIM A. DOS SANTOS,
Chairman.
Hong Kong, 24th Sept., 1928.

**THE HONG KONG & CANTON
ICE MANUFACTURING
COMPANY, LIMITED.**

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the **SEVENTH ORDINARY YEARLY MEETING** of the **SHAREHOLDERS** in the Company will be held at the Offices of the General Managers, 2, Lower Albert Road, Hong Kong, on **FRIDAY**, 12th October, 1928, at 11.30 a.m. for the purpose of receiving a Report of the Directors together with Statement of Accounts, and re-electing Directors and Auditors.

The **TRANSFER BOOKS** of the Company will be closed from the 28th September to the 12th October, 1928, both days inclusive.

By Order of the Board of Directors,
M. MANUK,
Secretary.
Hong Kong, 14th Sept., 1928.

NOTICE.

**DR. ASGER, DENTAL SUR-
GEON**, has removed his office to **KAYAMALLY BUILDING**, 20/22, Queen's Road Central.
Hong Kong, 1st Sept., 1928.

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Moderate Prices.
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"GLUT OF PARENTS"

**WHY THE NEED FOR AN
ORPHANAGE**

THE M.O.'S WORK

[By E. Yarbrough.]

The idea of the Orphanage first originated with the Medical Officer, who, after treating the majority of the inhabitants for an epidemic of influenza, came to the conclusion that the only solution of the ensuing state of affairs would be an Orphanage to house the resulting fatherless and motherless children.

The edict went forth, backed by all the majesty of the Mamour and might of the law, that an Orphanage was to be built and maintained by local subscriptions. On the next visit of the Governor the sheikhs and notables were called in and certified with tears in their eyes that their villages were so full, not only of fatherless but motherless orphans, that there was barely room to move.

The Mamour, with the help of the police and gaffirs, then proceed-

Hero Rewarded

Martin S. (Marty) Owens, New York detective who thrice was decorated for gallantry in France. Indicted, suspended and later vindicated of a charge of accepting unlawful fees in retrieving stolen cars, he has just been promoted to sergeant by Police Commissioner Warren.

ed to extract "voluntary" offerings from the sheikhs and notables, who when it came to the point, were not so certain about the large number of orphans in their own particular villages, though there was no doubt whatever about the vast quantity in others.

The formal opening of the building took place with the ceremony befitting the occasion, the only jarring note being the continued, not to say conspicuous, absence of the orphans. This was treated by the assembly as being on the whole a small and trifling matter, but on the Governor tactlessly insisting that the orphans themselves should be present, the M.O., with a certain amount of hesitation, said that, as a matter of fact, now that he was pinned down to it, there were no orphans, or, if there were, they could not be found. The notables and sheikhs, in their turn, came forward to state that though they and other villages suffered from every conceivable form of misery and penury, all calling for active pecuniary assistance from the Government, yet there were strange to say, no orphans.

Why?

The Governor, with the lamentable lack of taste peculiar to the Occidental mind when faced with a purely Oriental situation of this description, bluntly asked why the

Orphanage had ever been proposed if no orphans existed, and suggested that Someone must be responsible for the mistake. The Mamour then expressed himself as being excessively annoyed himself at this denouement, and added with some heat that he intended to make a visit to the various villages, when, with the assistance of the police, he proposed to produce as many orphans as the building would accommodate. This sentiment was ably seconded by the M.O., who hinted darkly that he personally would see that all the orphans necessary for a happy termination of the impasse should be immediately forthcoming. The authorities and notables one and all expressed their extreme sorrow at the persistent and wilful longevity of parents, and assured him that such a state of affairs would be tolerated no longer. It was thoroughly understood that orphans in large numbers were an absolutely necessary adjunct to a well-ordered community, and that orphans there should be "Wallah!"

On the next visit of the Governor, which had been duly notified beforehand by telegraph, he was regaled by the sight of the best-regulated and most satisfactory Orphanage of the present day. Fifteen or sixteen happy little children, spotlessly clean and clad in new garments, were watching the instructors making carpets and pottery. The Governor, in a few well-chosen words thanked all and sundry for their good work, and expressed his entire satisfaction with this happy consummation of the M.O.'s idea. On turning to leave he noticed at the gate a small crowd of very respectable men and women, and asked who they were.

"Oh," said the shawish on duty at the gate ingeniously, "they are the parents of the orphans—they are waiting to take them away when you leave."—"Morning Post."



**RULERS OF SPAIN AND FRANCE OPEN TRANS-
PYRENEAN PHOTO SHOW.** Centre, King Alfonso, of Spain, to the left, King of Portugal, and to the right, King of Italy. In the foreground, General Prades, Governor of Spain, is shown in uniform. This notable group attended the inauguration of the new Trans-Pyrenean Railroad.

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M.V. ROMOLOSails on or about 6th December

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From Hong Kong.

M.V. "REMO"Sails on or about 16th October
M.V. "VIMINALE"Sails on or about 13th November
M.V. "ESQUILINO"Sails on or about 11th December

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SIBERIA MARU (Calls Los Angeles) Tuesday, 2nd October.
TAIYO MARU (Calls Nagasaki) Tuesday, 16th October.
TENYO MARU Tuesday, 30th October.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via
Singapore, Penang, Colombo, Suez.

FUSHIMI MARU Saturday, 6th October.
HAKOZAKI MARU Saturday, 20th October.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU Wednesday, 24th October.
MISHIMA MARU (Calls Zamboanga) Wednesday, 21st November.

BOMBAY via Singapore, Penang, & Colombo.

AYA MARU Thursday, 11th October.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles.

Mexico & Panama.

BOKUYO MARU Saturday, 20th September.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

KANAGAWA MARU Tuesday, 9th October.

NEW YORK AND BOSTON via PANAMA.

*TOBA MARU Sunday, 21st October.

LIVERPOOL via Port Said, Genoa, Marseilles.

*LIMA MARU (Calls Glasgow) Sunday, 21st October.

CALCUTTA via Singapore, Penang & Rangoon.

*RANGON MARU Sunday, 30th September.

*GENOA MARU Monday, 8th October.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU Friday, 10th October.

SHANGHAI, KOBE & YOKOHAMA.

TAMBA MARU (Kobe direct) Friday, 28th September.

*MALACCA MARU (Calls Keelung) Sunday, 30th September.

(omits Shanghai) Sunday, 30th September

*TOYOOKA MARU Monday, 1st October.

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O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore

ALASKA MARU Thursday, 11th October.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,

Colombo, Durban & Cape Town.

HAWAII MARU Saturday, 29th September.

LAPLATA MARU Friday, 26th October.

BOMBAY—Via Singapore & Colombo.

SHUNKO MARU (Calls at Karachi) Thursday, 4th October.

BORNEO MARU Friday, 19th October.

DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND

NOMBASA—Via Singapore and Colombo.

CHICAGO MARU Friday, 26th September.

CALCUTTA—Via Singapore, Penang and Rangoon.

SEATTLE MARU Thursday, 25th October.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Shanghai and

Japan ports.

ALABAMA MARU (from Kobe) Sunday, 7th October.

MEIHOUBOURNE—Via Manila, Brisbane & Sydney.

BURMA MARU Monday, 8th October.

HAIPHONG—Via Hongkong & Fakh.

NEW YORK—Via Japan ports, San Francisco & Panama.

JAPAN PORTS.

KASADO MARU Saturday, 6th October.

KEELUNG—Via SWATOW & AMOY.

KISHU MARU Sunday, 30th Sept. Noon.

HOZAN MARU Sunday, 7th October, noon.

TAKAO—Via SWATOW & AMOY.

TAKAO & KEELUNG.

SOERABAYA MARU Wednesday, 17th October.

For further particulars please apply to—OSAKA SHOSHIN KAISHA.

Tel. Central No. 4055, 4059, 4060.



SHIPPING SECTION.

HELM ORDERS.

CONTROVERSY THAT STILL PERSISTS

NO SIGNS OF WANING

[From "The Dolphin"]

The controversy on this matter shows no signs of waning. A great number of letters have appeared in the Press, indicating the extraordinary interest which the recommendation adopted by the Chamber of Shipping, that a change should be made in the system as hitherto followed, has aroused. The weight of professional opinion undoubtedly lies on the side of "no change," and the whole position has been very ably dealt with in the letters which have appeared in the shipping Press from experienced shipmasters. We have already devoted a good deal of space to the matter, but the following views as expressed by our member, Captain T. W. Pickard, recently retired from the China Coast, are, we think, of more than ordinary interest:

During a sea experience in sail and steam extending over forty years, of which twenty-two were in command, and twelve of which were concerned with intricate river navigation, I do not remember a single case of misunderstanding through the use of the words port and starboard between the officer in charge and helmsman, and I have sailed with helmsmen of many nationalities, European and Asiatic, some of whom possessed only a very limited knowledge of the English language. I have had experience of accidents which arise through the helmsman putting the helm the wrong way, but this was due to what might be described as temporary mental aberration and not to any misunderstanding of the word of command.

His Custom

It was my custom when commanding steamers on the Yangtze river to stand forward of the wheelhouse, where I was visible to the helmsman, and to supplement the words "port" "starboard," or "steady" by slight movements of the hand in the direction indicated.

This may not be any argument in favour of the retention of the helm orders under discussion, but members of the Management Committee who are familiar with the district will appreciate the value of this statement when I say that, although I navigated the difficult channel between Woosung and Shanghai many hundreds of times, both night and day under all weather conditions, I was never once involved in collision or grounding. If new words are substituted for those in present use, it will be many years before Asiatic helmsmen will become familiar with them, and in the meantime all kinds of accidents are likely to occur.

Incidentally, it would be interesting to know the views of the various marine insurance companies on this subject. I trust that the Management Committee and Executive will strongly oppose the suggested alteration in helm orders.

The other side of the question is ably dealt with by our old member, Captain T. N. Hugo, who is also of course a very experienced shipmaster:

After thinking this over carefully, and going from my own experience of the present-day helmsmen that we get I think that an alteration might be to an advantage; say, the order port to really mean turn your wheel to port, or starboard to starboard, or even to go left and right, for I find that when you give an order you have got to watch carefully what the man at the wheel does, for my experience is that about seven out of ten will invariably turn the wheel to port for the order port. About four out of that seven will realise what they are doing and make the alteration at once, but the other three of the seven you have got to check. It is the younger men who make the mistake. As you say in your article in "The Times," that we have had no accidents through continuing the old style, but my experience is that it is no thanks to the helmsmen that we have not, but thanks to the Officers, Pilots, and Masters for keeping a careful watch on how their helm orders are carried out.

We get good helmsmen these days, but I suppose that when the ship is steady on her course their thoughts do ramble away somewhere for a time, and the word port breaks in on their thoughts, and they unthinkingly turn the wheel that way until some of them realise the mistake, and the others are checked.

R.O.T. Views

The Board of Trade views on the subject, as stated by the President in the House of Commons in reply

to questions put, are embodied in the following official report and are naturally of great importance:—

On July 8, 1928, Lieut.-Commander Kenworthy asked the President of the Board of Trade if he is able to make any statement as to the Government's attitude to the proposal to change the form and terms of the helm orders on board ship by international agreement; and what steps have been taken, or will be taken, to ascertain the views of British mariners generally as to the desirability and form of the changes proposed?

Sir P. Cunliffe-Lister:—Helm orders on British ships are governed by custom, not by law or regulation, and the Board of Trade would not intervene unless the custom were causing danger, or unless there were a general desire to consider the advisability of a change and the Board were invited to assist in the process. In that event, the Board would give all the help in their power but they would make three suggestions; first, that any proposed alteration should be fully considered by masters, navigation officers, and pilots before a decision is reached; second, that if the British system is changed, it should be to some system which will be international; third, that special care be taken to prevent danger during the change over.

Lieut.-Commander Kenworthy:—Has the right hon. gentleman any evidence to show that either confusion or danger is caused by the present long-established and well-understood British helm orders? Sir P. Cunliffe-Lister:—No, Sir, absolutely none, and that is why I should hesitate so much to give any support to any changes which might be suggested.

Lieut.-Commander Kenworthy:—Will this House be consulted before any change is made, and before we ratify any change?

Sir P. Cunliffe-Lister:—I have no intention, as I said in the answer, of advising any change. I should not like to answer off-hand whether, if a convention should ultimately be negotiated, it would necessarily be subject to the prior approval of Parliament or not. It seems to me quite academic.

Mr. Sexton:—Will the right hon. gentleman undertake, before any steps are taken, and in the view of the possibility of any change, to get to know the opinion of King Neptune as to the desecration of the remnants of the romance of the sea?

As To Change

Sir P. Cunliffe-Lister:—I hope that neither the questions nor the answers will suggest that any change is being contemplated, but, before I contemplate any change in any matter of that kind, I should take the very best expert advice that I possibly could.

Commander Bellairs:—Can my right hon. friend say whether the Board, in conjunction with the Board of Admiralty, have had any preliminary investigation, especially in regard to American experience in this matter?

Sir P. Cunliffe-Lister:—Yes, I should not like without notice to say exactly what consideration has been given to it, but certainly we have no representation which leads us to suppose that any change is contemplated.

Lord Apsley:—Is my right hon. friend aware that in America there are two systems now in vogue—the Admiralty have one system, and the Mercantile Marine have another—and can such a change possibly be made in the customs of this country without Parliamentary sanction?

Sir P. Cunliffe-Lister:—I am not sure about that matter. I think that very likely Parliamentary sanction would be advisable, but I do want, again, to assert that the fact that these questions appear on the Order Paper should not be taken by anybody to suggest that a change is contemplated or is desirable.

Lieut.-Colonel Acland-Troyte:—Can my right hon. friend say whether there is any reason why we should copy America in Naval matters?

MOVEMENTS OF STEAMERS

The P. & O. s.s. "Kashgar" left Shanghai for this port on Sept. 25 at 4 p.m. with the Malls, and is due here to-morrow at about 6 a.m.

The s.s. "Chicago Maru" is expected here to-day, and will leave to-morrow for East African ports via Singapore and Colombo. The P. & O. s.s. "Lahore" left Singapore for this port on September 24 at 4 p.m. with the Malls, and is due here to-morrow at about 4 p.m.

The P. & O. s.s. "Khiva" left Singapore for this port on September 23 at 5 p.m. with the outward English Malls, and is due here to-morrow at about 6 a.m.

LOCAL SHIPPING

TO-DAY'S ARRIVALS AND DEPARTURES

CARGO & PASSENGERS

Proteslaus (6,118) British, from Tacoma, Milke-B. & S.—93 passengers, 2,000 tons general cargo for Hong Kong.

Benavon (2,549) British, from London, Manila-Gibb, Livingston—1,400 tons general cargo for Hong Kong, 2,595 tons (through).

Antung (2,107) British, from Singapore, Amoy-B. & S.—900 tons general cargo for Hong Kong.

Cheongshing (1,256) British, from Tangku, Swatow—J. M.—6 passengers, 1,914 tons general cargo for Hong Kong, 312 tons (through).

Glentara (4,123) British, from Hamburg, Singapore—J. M.—510 tons general cargo for Hong Kong, 4,000 tons (through).

Chenan (1,355) British, from Canton-B. & S.—45 passengers, 495 tons general cargo (through).

Lim Chow (1,416) French, from Canton—Singkee—340 tons general cargo (through).

Tjikarang (6,060) Dutch, from Soerabaya, Muntok—J. C. J. L.—865 passengers, 4,010 tons general cargo for Hong Kong, 6,531 tons (through).

Dukat, Norwegian, from Bangkok—Chin Seng—11 passengers, 1,680 tons rice for Hong Kong.

Argun Maru (4,040) Japanese, from New York, Keelung—O.S.K.—136 tons bamboo poles (through).

Kishu Maru (1,567) Japanese, from Keelung, Swatow—O.S.K.—12 passengers, 599 tons coal and general cargo for Hong Kong.

Lushan Maru (1,500) Japanese, from Shanghai, Swatow—N.Y.K.—105 passengers, 1 ton pig iron for Hong Kong, 8 tons general cargo (through).

Jendai Maru (2,069) Japanese, from Canton—M.B.K.

Nagato Maru (4,324) Japanese, from Yokohama, Shanghai, 722 tons general cargo for Hong Kong, 4,089 tons (through).

Tak Hing (101) Chinese, from Macao—Hong Kong—75 tons general cargo for Hong Kong.

Departures.

For Canton:—Kwongsang.
For Shanghai:—Lee Cheung.
For Amoy:—Kutsang.
For Shanghai:—Hupei, Ning-po.

For Macao:—Tak Hing.
For Macassar:—Tjitaroem.
For K. C. Wan:—Poo Tye.
For Bangkok:—Vao.
For Amoy:—Tjikini.
For Pakhoi:—Raymond Poincare.

For Tarakan:—Crenatuler.
For Swatow:—Chakasang.
For Newchwang:—Kathe.
For Singapore:—Nagato, Van Heutsz.

For Hongkong:—Teau.

Arrivals Departures In port.

British	6	4	24
Danish	0	0	1
Norwegian	1	0	2
Portuguese	0	2	2
Japanese	5	1	9
Chinese	1	4	16
Dutch	1	2	4
French	1	1	3
	15	12	66

CANADIAN PACIFIC

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11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

SAILINGS 1928.

STEAMERS	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPERESS OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 20
EMPERESS OF RUSSIA	Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 10
EMPERESS OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 24
EMPERESS OF FRANCE	Nov. 23	Dec. 1	Dec. 4	Dec. 6	Dec. 15
EMPERESS OF RUSSIA	Jan. 9	Jan. 12	Jan. 15	Jan. 17	Jan. 26
EMPERESS OF ASIA	Jan. 23	Jan. 26	Jan. 29	Jan. 31	Feb. 9
EMPERESS OF FRANCE	Feb. 13	Feb. 16	Feb. 19	Feb. 21	Mar. 2
EMPERESS OF RUSSIA	Mar. 6	Mar. 9	Mar. 12	Mar. 14	Mar. 23
EMPERESS OF ASIA	Mar. 20	Mar. 23	Mar. 26	Mar. 28	Apr. 6
EMPERESS OF FRANCE	Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 27
EMPERESS OF RUSSIA	May 1	May 4	May 7	May 9	May 18

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

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FOR CHRISTMAS AND THE NEW YEAR HOLIDAYS "EMPERESS OF FRANCE"

Leaves Hong Kong November 28th, due to arrive Vancouver December 16th, in ample time to enable passengers destined to Canada or United States points to reach home for Christmas. For passengers destined to Europe, connection may be made with the a.s. "Montroyal" from St. John, December 21st, reaching Liverpool, December 28th.

HONG KONG—MANILA SERVICE.

Leave	Arrive	Leave	Arrive
Hong Kong	Manila	Manila	Hong Kong
Oct. 16	Oct. 18	EMPERESS OF RUSSIA	Oct. 19
Oct. 30	Nov. 1	EMPERESS OF ASIA	Nov. 2

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WED. 3rd	FRI. 19th
MON. 8th	WED. 24th
SUN. 14th	MON. 29th

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PORTS, EUROPE, &c.

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DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
*KASHGAR	9,005	26th Sept.	Marseilles, London, Antwerp & Hull
*KASHGAR	10,953	13th Oct.	Marseilles & London.
*KASHGAR	9,135	27th Oct.	Marseilles, London & Hull.
*KASHGAR	9,135	1st Nov.	Straits, Bombay & Karachi.
*KASHGAR	5,334	10th Nov.	Straits, Bombay & Karachi.
*KASHGAR	11,320	10th Nov.	Bombay, Marseilles & London.

*Cargo only. *Calls Casablanca.

Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TAKADA	6,940	2nd Oct.	Singapore, Penang & Calcutta.
TALAMBA	8,018	13th Oct.	Singapore, Penang & Calcutta.
TALMA	10,000	27th Oct.	Singapore, Penang & Calcutta.

B.I. Apar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

*ST. ALBANS	4,500	28th Sept.	Manila, Port Holland, Sandakan,
*ST. ALBANS	4,500	1st Oct.	Thursday Island, Townsville, Bris-
*ST. ALBANS	4,500	14th Oct.	band, Sydney & Melbourne.

*Calls Port Holland.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to
Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu,
Kobe, Yokohama, Tawao, Timor, Darwin, or other ports en route as indicated
on the schedule.

Frequent connections from Australia with the following:

The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KHIVA	9,135	29th Sept.	S'hai, Moji, Kobe & Yokohama.
*LAHORE	5,262	2nd Oct.	S'hai, Moji, Kobe & Yokohama.
TALMA	10,000	16th Oct.	Amoy, Moji, Kobe & Osaka.
ARABIA	6,000	10th Oct.	Moji, Kobe, Osaka & Yokohama.
*MACEDONIA	11,320	12th Oct.	S'hai, Moji, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.

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Passengers for Rangoon must defray their own Hotel expenses at
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S.S. "CITY OF WELLINGTON"	Via Suez Canal	5th Oct.
S.S. "AGAPENON"	Via Suez Canal	17th Oct.
S.S. "CITY OF RHODOS"	Via Suez Canal	29th Oct.
S.S. "PYRRHUS"	Via Suez Canal	10th Nov.
S.S. "CITY OF PERTH"	Via Suez Canal	22nd Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.
Subject to change without notice.

For Freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE LTD., Hong Kong;
Hag Kong & Canton; JARDINE MATHISON & CO. LTD., Canton.

CONSIGNEES.

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

From U.S.A. & Marseilles.

THE Steamship
"CITY OF LINCOLN"
having arrived, Consignees of
Cargo by her are informed
that all Goods are being landed at
their risk into the Godowns and/or
extra-hazardous Godowns, of
Holt's Wharf, whence delivery may
be obtained.

No Claims will be admitted after
the Goods have left the Godowns,
and all Goods remaining undelivered
after 1st October, 1928, will
be subject to Rent.

All Claims against the Steamer
must be presented to the Under-
signed on or before 8th October,
1928, or they will not be recog-
nised.

All broken, chafed and damaged
Goods are to be left in the Godowns,
where they will be examined on any
Tuesdays or Fridays, between the
hours of 10.45 a.m. and Noon
within the Free Storage period of
One Week.

No Fire Insurance has been
effected.
Bills of Lading will be counter-
signed 17.

THE BANK LINE, LTD.,
General Agents.
Hong Kong, 26th September, 1928.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO',
ANTWERP, LONDON, STRAITS
AND PHILIPPINES

THE Steamship

"BENAVON"

CONSIGNEES of Cargo are
herby informed that all Goods are
being landed at their risk into the
hazardous and/or extra-hazardous
Godowns of the Hongkong and Kow-
loon Wharf and Godown Co., Ltd.,
whence and/or from the wharves
delivery may be obtained.

No claims will be admitted after
the Goods have left the Godowns,
and all Goods remaining undelivered
after the 3rd October, 1928, will
be subject to rent.

All claims against the steamer
must be presented to the Under-
signed on or before the 17th Octo-
ber, 1928, or they will not be re-
cognised.

All broken, chafed and damaged
Goods are to be left in the Godowns,
where they will be examined on the
2nd October, 1928, at 10 a.m., by
Messrs. Goddard & Douglas.

No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by

GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 26th Sept., 1928.

NOTICE TO CONSIGNEES.

M.V. "TOLEDO."

From NEW YORK &
NEWPORT NEWS.

CONSIGNEES of Cargo are her-
by informed that all Goods are
being landed at their risk into
the Godowns of the Hongkong and
Kowloon Wharf and Godown Com-
pany, Ltd., at Kowloon, whence
and/or from the wharves delivery
may be obtained.

Optional Cargo will be forward-
ed unless notice to the contrary be
given before 24th instant.

No claims will be admitted after
the Goods have left the Godown,
and all Goods remaining undelivered
after the 30th instant will be
subject to rent.

All claims against the vessel
must be presented to the Under-
signed on or before the 3rd prox-
or they will not be recognised.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
29th inst. at 10 a.m. by our sur-
veyors Messrs. Goddard & Douglas.

No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by

DODWELL & CO., LTD., Agents.

Hong Kong, 24th Sept., 1928.

MOVEMENTS OF STEAMERS.

The S.S. "Hawaii Maru" is ex-
pected to arrive here to-morrow
and will leave on Saturday for
South African and South American
ports via Saigon, Singapore and
Cebu.

The S.S. "Talma" left Singa-
pore for this port on Sept. 24
p.m. and is due here on Saturday
morning.

The G.P.S. R.M.S. "Empress of
Australia" from Hong Kong on Sept. 12
left Yokohama on September 20 at 4
p.m. and is due here on Saturday
morning.

The G.P.S. R.M.S. "Empress of
Canada" (from Manila) is due here
on Sunday at 9 a.m. and will
leave at 11 a.m. for Kowloon
Wharf.

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HOBART

TOTAL FRONTAGE OF THREE
MILES

DESCRIPTION OF WHARVES

The following description of the
wharves at Hobart, Tasmania, is
taken from the booklet issued by
the Marine Board of the port.
Hobart, it is stated, is provided
with excellent wharves, at which
the largest vessels visiting the
Commonwealth and New Zealand
are berthed with perfect safety.
There is a total wharf frontage of
nearly three miles in length, with
convenient shed accommodation on
all the piers and wharves, and rail-
way connection with two of the
piers.

The principal wharves are as
follow, the depths given being at
low water.

Ocean Pier.—This pier is at the
northern side of Sullivan Cove, and
is 1,142 feet in length on the south
side and 650 feet on the north
side. Its width is 122 feet, and
there is a depth of water on both
sides of the pier of 35 feet at the
inner end and 60 feet at the outer
end. A vessel 800 feet long and
with a loaded draft of 36 feet can
be berthed with safety at this pier
without the aid of tugs. A berth
to take a vessel 1,000 feet long,
and with a minimum depth of
water of 40 feet, could be provided
in three months if needed. The
shed on the pier is 650 feet long
and 61 feet wide, and has a flat
roof for the landing of passengers.
At the land approach to the pier
there is a two-storied shed 316
feet long and 40 feet wide. Some
of the piles used in the construc-
tion were 110 feet in length and
weighed 17 tons, each, and were
all obtained in Tasmanian forests.
In addition, 2,000,000 feet of sawn
timber (Tasmanian) was used.
The total cost of the pier, sheds
and reclamation necessary for the
construction, including proportion
of cost of the plant, was £76,620.
The pier is connected with the rail-
way system of the State.

Queen's Pier.—This pier was
built in 1901-02 at a cost of
£18,072, the shed, which was origi-
nally 400 feet long and 35 feet
wide, being constructed under
separate contract at a cost of
£1,391; the total cost of the pier
and shed being thus £19,463.
In 1924-25 the pier and shed were
lengthened and widened at a cost
of between £14,000 and £15,000.
The dimensions are:—Pier: N.
side, 601 feet; S. side, 619 feet;
width, 105 feet. Sheds: 494 feet
long by 62 feet wide. Depth of
water: 30 feet inner end, 40 feet
outer end.

King's Pier.—Built in 1909-10, at
a cost of £21,538, this pier is 200
feet distant from Queen's Pier,
thus providing sufficient room for
berthing two large vessels in the
intervening space, and its dimen-
sions are 700 feet long, 100 feet
wide, with a shed 640 feet long
and 44 feet wide. The shed was
originally 500 feet long, but it has
recently been lengthened 40 feet,
and a verandah roof 10 feet wide
has been added to the full length
of the shed on the north side as
a protection for cargo. The 25-
ton steam crane is located at the
shore end of the pier. Depth of
water alongside from 30 feet inner
end to 46 feet outer end.

Argyle Street Pier.—Is 339 feet
long and 35 feet wide, and has a
shed 257 feet in length by 43 feet
in width. This pier was built in
1875, but has been added to from
time to time. Recently repairs,
which included the driving of 87
new piles, were carried out at a
cost of £1,884. Depth of water
alongside from 26 feet inner end
to 47 feet outer end.

Elizabeth Street Pier.—Originally
constructed in 1885, was re-con-
structed in 1904, and is of the fol-
lowing dimensions:—335 feet long,
70 feet wide at base, and 60 feet
wide at the outer end. It is provided
with a shed 225 feet long and 38
feet wide, and the total cost of
the pier and shed was £15,677.

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Fortnightly sailings on Tuesdays.

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Pres. Pierce	Oct. 23rd.
Pres. Taft	Nov. 6th.
Pres. Jefferson	Nov. 20th.

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Fortnightly sailings on Tuesdays.

Pres. Lincoln	Oct. 2nd, at 10 a.m.
Pres. Madison	Oct. 16th.
Pres. Jackson	Oct. 30th.
Pres. McKinley	Nov. 13th.

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Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Hayes	Oct. 7th 8 a.m.	Pres. Garfield	Nov. 18th 8 a.m.
Pres. Madison	Oct. 9th 8 a.m.	Pres. Taft	Oct. 27th 8 a.m.
Pres. Adams	Nov. 4th 8 a.m.	Pres. Harrison	Dec. 2nd 8 a.m.
		Pres. Monroe	Dec. 16th 8 a.m.

To Manila

Pres. Cleveland	Sept. 29th 6 p.m.	Pres. Jackson	Oct. 23rd 6 p.m.
Pres. Madison	Oct. 9th 6 p.m.	Pres. Taft	Oct. 27th 6 p.m.
Pres. Pierce	Oct. 18th 6 p.m.	Pres. McKinley	Nov. 6th 6 p.m.

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Telephone Central 2477, 2478 and 795

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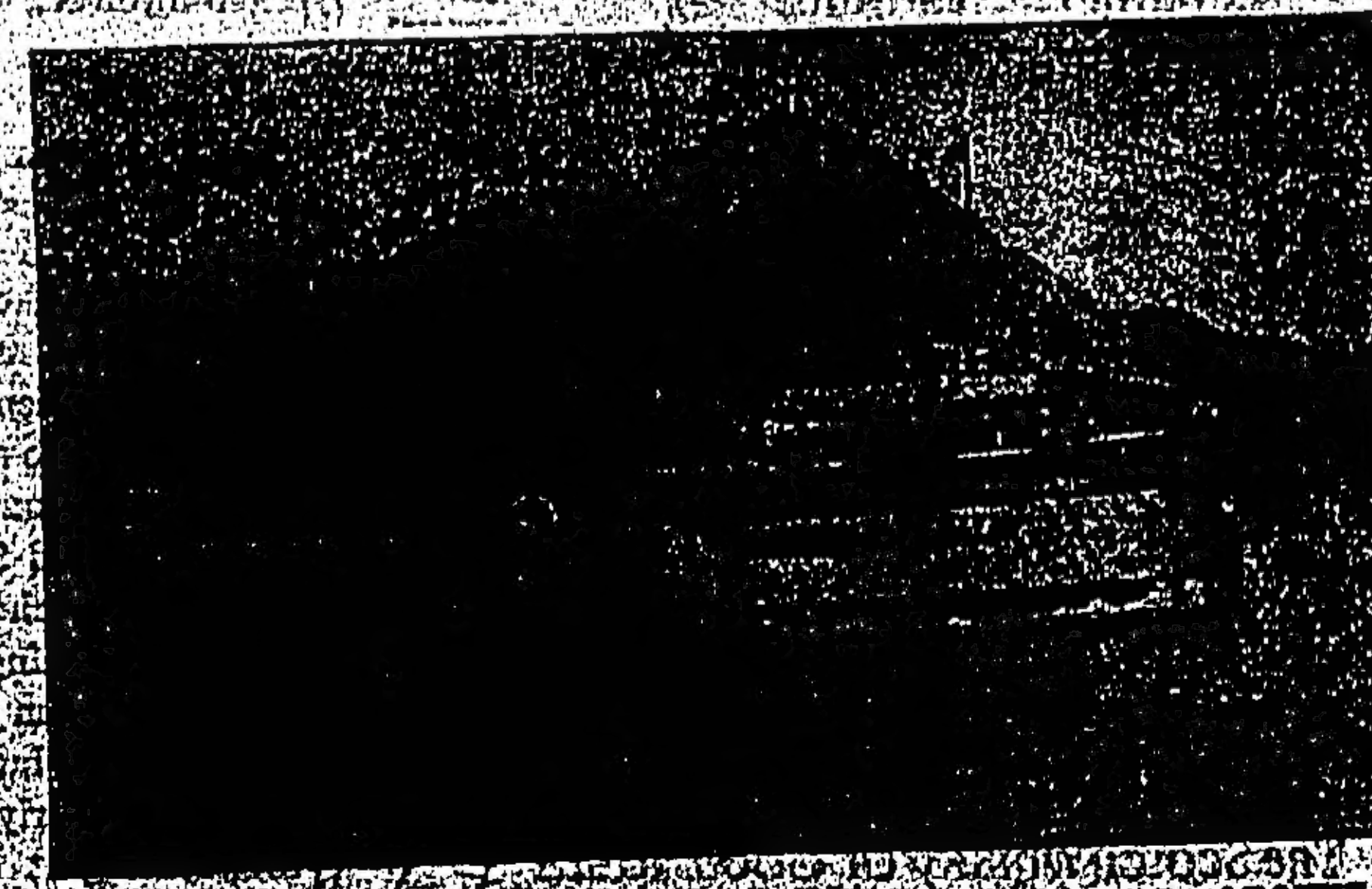
Hong Kong, April 1, 1924.

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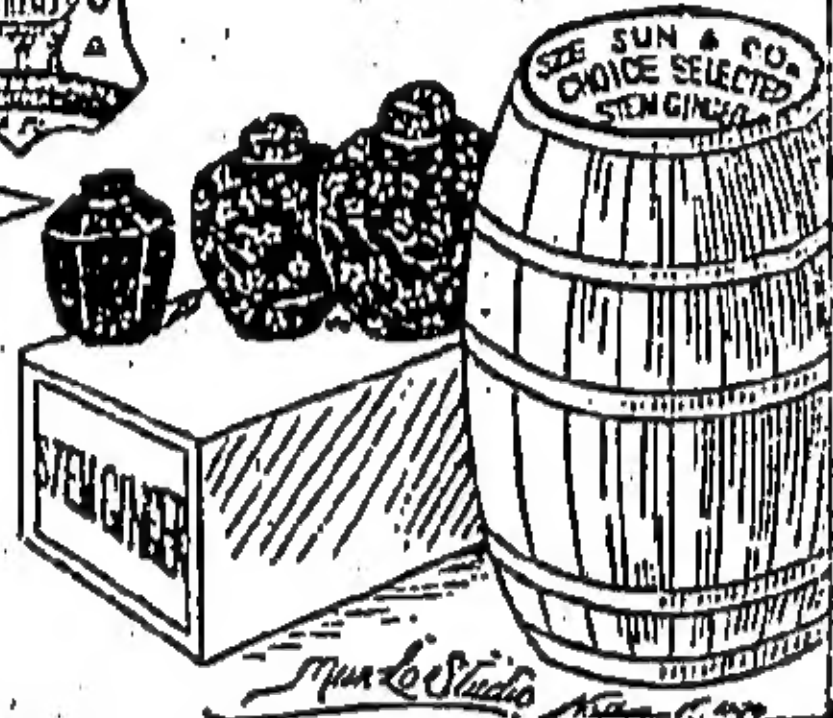
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BAND, SPECIAL LINING WITH GREASE PROOF PAD.
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Hong Kong, Thursday, Sept. 27, 1928.

UNSATISFACTORY FEATURES

Among the many unsatisfactory features in the 1929 Budget which has just passed its first reading perhaps the most unsatisfactory is that revealing an increase in the estimates covering the Cadet Service and the Senior Clerical and Accounting Staff, together with the Colonial Secretary's promise (or threat) that "recent events in the Colony which have led to a careful review of all our financial matters may result in a recommendation for considerable expansion" of the latter branch of the Service. Total increases amount to \$92,489, a tidy sum seeing that we are budgeting for a deficit of two and a half million dollars. The actual amount, however, is not so much the point at issue as is the principle involved. Why the Government has thought fit to raise the initial salaries of Cadets from \$350 to \$375 is not made clear in the estimates. The excuse given by the Colonial Secretary that the increase has been deemed necessary to meet recruiting difficulties is not a very good one. The state of the Home employment market is known to everybody and it is obvious that the public schools and universities are turning out any number of young men with no special qualifications but who would, we imagine, eagerly clutch at a job commencing at seven pounds a week and who could easily respond to the educational demands of the service. And, presumably, Cadets are enjoying the recent unjustified increases of twelve or six per cent. as are other Home-engaged Civil servants.

The initial salaries of Police Probationers and Schoolmasters also, we observe, are to be in-

creased, and if the excuse here is one regarding recruiting difficulties it is equally weak, though in the case of the latter class of civil servant there may be a little justification for the additional amount in view of the fact that a schoolmaster must possess definite qualifications and cannot, obviously, come to the Colony straight from school or college and in an untrained state. The fact remains, however, that the commencing salary of \$400 a year at present in operation here compares very favourably with what schoolmasters at Home are prepared to work for and, moreover, there has to be considered the regular and numerous increases that fall to the lot of the pedagogue in Hong Kong.

Another matter concerning the way officialdom is looking after itself which calls for comment is the proposal to spend more money on Government offices. Nobody who has seen the miscellaneous collection of premises now in use would deny that something better, or more centralised, was needed, but whilst all the reported improvements are in mind a little more attention should be paid, we submit, to public demands in connection with these buildings.

The Post Office furnishes an example. There are not enough Post Office Boxes, as is evidenced by the fact that behind the desk at the Post Office there is a waiting list containing names of applicants who requested this facility as far back as January last. Firms, we understand, have the preference over individuals in regard to the allocation of vacant boxes and perhaps there is some justification for this officially-imposed selection. But there is no reason, so far as we can see, why adequate provision should not be made for all applicants. The present state of affairs lends itself to an undesirable form of censorship on the part of officialdom, though even this does not work as efficiently as it might, having regard to some "firms" we know which have obtained boxes over the heads of long-waiting individual applicants. It seems strange that a Government, which obtains its third largest amount of revenue in the form of rents and interest for property and buildings let out to others, should be so parsimonious in regard to the space it will provide for a public service.

England and India. To-day, Sir John Simon and his fellow members of the Statutory Commission on Indian Reform,

leave England for India to undertake their second tour. They do so on the present occasion under much happier circumstances, as Sir John was able to state that of the nine Indian provinces eight had definitely decided to co-operate with the Commission and that the remaining province had not quite decided upon its course. Recalling the rumpus that was general throughout India when the Commission was first mentioned, the change is indeed very satisfactory. The trouble, it will be remembered, was owing to the non-inclusion of Indians upon the Commission. Happily, this grievance has been removed by the appointment of an Indian Committee which will accompany the Commission throughout their tour. So, it seems, all is well for the work of Sir John Simon and his colleagues. Sir John, who is a very distinguished lawyer, might long ago (had he not preferred to await his chances of a Premiership that has not yet come to him) have sat upon the Woolsack as England's Lord High Chancellor. As "Truth" once observed, Sir John Simon is not quite so simple as his name might imply, and it may therefore be confidently predicted that Sir John will direct his Commission in a manner highly satisfactory to England and, we trust, to India as well.

In the vicinity of Taikee shipyard, near No. 8 Buoy, the police yesterday, discovered the body of a boy of about nine years of age.

The mistress of a cargo boat was fined \$23, at the Marine Court this morning, for carrying passengers in her boat on Sept. 26.

A Chinese boy was removed to the Government Civil Hospital yesterday, after being knocked down by a motor car at the junction of Circular Path and Queen's-road, West.

The body of a Chinese coolie (35), was found hanging on a street lamp post on the Peak-road, near the Peak Tram Station, yesterday. The body was removed to the Public Mortuary.

Whilst walking along Connaught-road Central at 1.30 p.m. yesterday, Mr. M. Buttan, who lives at the Sikh temple, Wanchai, has \$40 in bank notes stolen from him by a man who bumped into him.

As the result of a sudden squall yesterday evening, a fishing junk was capsized off the harbour at Bu Toi, near Deep Water Bay. Those aboard were thrown into the water and a woman was drowned.

Pleading guilty to a charge of having stolen \$2 from a man who was sleeping outside the Tai Ping Theatre, last night, a Chinese was sentenced to three months' hard labour at the Central Magistracy this morning.

Mr. C. Burford, land bailiff of the Public Works Department, charged a Chinese at the Kowloon Magistracy this morning with trespassing on crown land in Kowloon district. Defendant pleaded guilty and was fined \$5 or 5 days with hard labour.

The Chinese Recreation Club will hold the annual "At Home" which was to have taken place last week-end, on Saturday, October 20. H.E. the Officer Administering the Government will be present and a series of tennis matches has been arranged.

A re-hearing of the case, in which a Chinese was fined \$500 of six months' hard labour last week, on charges of keeping a common gaming house and possession of 120 "po pi" lottery tickets, was granted at the Kowloon Magistracy yesterday. Mr. Hin-shing Lo (instructed by Mr. J. M. Hall) appeared for the defence.

At the Kowloon Magistracy yesterday, an application for leave to appeal was granted against the judgment, which was delivered in the case in which the Chung Wah Battery Company were recently convicted on charges of infringements of the "Eveready" marks. Mr. C. A. S. Russ appeared for the defendant company, who were fined \$100.

After fully 21 years' service in the Colony, Inspector William Spear, of the Police Department, is retiring on pension. He will be leaving for Home on Oct. 13. In 1919, sub-inspector in 1920 and inspector in 1924. During the last few years he has been attached to Central as Divisional Inspector and in other capacities and, prior to that, was with the Water Police.

Mr. P. J. O'Brien, Inspector of the S.P.C.A., had two cases before the Kowloon Magistracy this morning, both relating to cruelty to animals. In the first case, defendant was fined \$4 and in the second case the fine was \$10.

The old established firm of Lazarus, Opticians, will remove to premises in the Ho Hong Bank building (opposite present place of business) at the end of October. This removal is made necessary by the demolition of the building in which they are now located.

For the theft of a jersey and a long tweed coat, a Chinese was this morning, at the Kowloon Magistracy, sentenced to 2 months' hard labour. The theft took place at No. 517, Nathan-road, while the inmates of the flat were engaged in removing furniture into another house. Defendant pleaded guilty.

At an examination at North Point held under the auspices of Bronze Medallion of the Society; Sept. 26 the following candidates qualified for the Proficiency certificate and the Bronze Medallion of the Society: L/Cpl. H. V. Morris, and Pte. P. J. Padley, both of the Royal Army Ordnance Corps, Hong Kong.

Another embezzlement case, involving the sum of \$1,900, has been reported to the police. According to Ma Kao of No. 2, West-street, ground floor, a cashier named Lee Cheung, 23 years of age, a native of Hangshan, and a secretary named Po Kwai (48), a native of Pun Yu, collected the money from various shops in the city on Sept. 12, and both disappeared.

THE MOVIE TONE

TALKING PICTURES IN LONDON.

READER'S DESCRIPTION.

A reader of the "China Mail" in London describes in the following extracts from a letter, the new talking pictures being shown in the Metropolis. He says:—

"The New Gallery has a wonderful invention called the Movietone. It is exclusive to that theatre and is really very good. I had to pay 6s. 9d. to see it; the seats are expensive at that place but I must say very comfortable."

"On this film you will see a party of orphans at some U.S.A. seaport giving a concert on the sands. You see them around their piano all the time and then you hear them singing. It was rare to hear the American accent again!"

"Then they will show M. Briand giving an address at the unveiling of the Foch War Memorial. You see his lips moving and hear his address in French. It is wonderful. You hear the coughs of on-lookers and the sneezings of the horses."

From the Opera: "They then showed motor boat racing and tank displays, and you could hear the motor boats chugging away on this sort of gramophone. In the latter instance you heard the noise of the trees being felled by the tank on its way to its position. It really was awfully good. I don't suppose you have the Movietone in Hong Kong yet?"

"They then gave M. Bonelli presenting his part from the opera 'Pagliacci'. He had a wonderful voice and you saw him in a clown's costume and his lips moving all the time. He received a wonderful ovation at the close, some crying out 'Encore!' as if he could hear. It was quite weird. A comic, 'The Pathe Gazette' and the 'New Gallery News' completed the programme and I think I got my money's worth!"

At Mme. Tussaud's "I also went to Mme. Tussaud's new Cinema. It is a gorgeous place. The orchestra is on a moving platform that is out of sight when the lights are off. When playing the sound seems to come from the bowels of the earth and as it gradually grows louder the orchestra appears on the platform, rising upwards."

"Mme. Tussaud's has a very good orchestra in deed and a topping Cafe and Buffet Bar. I think I like it the second best in London. I consider the Rialto as the premier picture palace. I saw 'Modern Daughters' and 'Enemies of Society', both being quite good but nowhere near 'The Gaucho'. This was a wonderful picture and worth of 'Duggie'."

P'RAPS-P'RAPS NOT!

Hart: "What do you think of Tetter? Honestly seems printed on his face."

Smart: "Ye—es. With some allowance for typographical errors, of course."

"Is this a really exciting story?" inquired the old lady, as the librarian handed her the book for which she had asked.

"Well, it depends on what you call exciting," replied the librarian. "It has three murders in it."

"That's right," said the lady. "I like a book with a bit of life in it."

Percy's mother was getting him ready for school. Suddenly she noticed a bruise on his head. "Percy," she said, "you've been fighting again!"

"Rot!" said Percy. "I wasn't fighting at all. That was an oversight."

"Oversight?" "Yes," he replied. "I was sitting on that little ass, Tanner, yesterday, and I forgot to hold his feet."

She was a very busy woman, and found it most disturbing and irritating when one day she was bitten by a dog. But, despite her accident, she carried on bravely with the work in her department. Then a fresh trouble arose—people in the same business kept worrying her with senseless questions.

"Fancy, were you bitten by a mad dog?"

"Yes, I was."

"And yet you're working here just the same. Writing your will, I suppose?"

"No," snapped the injured woman. "I'm making a list of the people I'll bite if I do go mad."

Farmer Harris had sent his son Sammy to a high school. Before he went away, Sammy was a true son of the soil, but when he came back to the farm after his first term there was a slight difference, and his father noticed it. "I dunno quite wot 'i' mak' o' my Sammy," he said to his neighbour, Farmer Phillips. "E don't seem exactly 'i' same, very 'igh-falutin' 'i' disdainful 'i' talk. Calls bushes 'foliage' now 'n' uses a lot o' other words, the like o' which I never 'eard before 'e went away."

"Aw, no doubt 'e be learnin' this 'ere 'aughty-culture' at the skewl where 'e be at," said Phillips.

Mobsman Mack scanned the newcomer with narrowed eyes. Since cracking his last crib, he knew the need of extreme caution.

The new arrival into the saloon bar strolled casually to the counter. He was affably personified. His face radiated good-humour, bonhomie.

Mack cogitated. He stared furtively. The man surely looked innocent enough. But one never knew. Even as the mobsman watched his brow began to clear. In his own mind, he decided the newcomer was harmless.

The newcomer beamed round. "What'll you have?" he asked those nearest to him at the bar. "Drinks on me, boys."

With a swift movement, Mobsman Mack was out of the bar making himself less adjacent.

The detective had blundered. For he wore the kilt and Tam o' Scotsman.

"I g'e the wee laddie a three-penny pocket-money every week!"

"Mon, that's a lot for him!"

"Aye. But I mak' him put it in the gas meter. He thinks it's a money box."

NEW C.P.R. HOTEL

PALATIAL BUILDING FOR TORONTO

We are in receipt of a handsome booklet from the Canadian Pacific Railway Company, describing their new hotel, "The Royal York" now in course of construction in Toronto, Ont. It is expected to be opened on June 15, 1929. A huge building, in the heart of the city, it is situated on the North side of Front-street, and connected with the new Union Station by a subway. The completed building will contain over 1,000 luxuriously furnished rooms, with extensive views to north, east, south and west. The booklet issued by this company is very tastefully decorated in mauve silver containing a beautifully coloured map of the hotel, many floor plans, and a short history of Toronto and a useful section entitled "What to See."

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FATHER AUGUSTIN WELL-KNOWN LOCAL PRIEST'S DEATH POPULAR IN THE COLONY

A large circle of friends, Roman Catholics and otherwise, will learn with deep regret of the death of the Rev. Father Augustin Placzek, who had been rector of St. Margaret Mary's Church, Broadwood-road, Happy Valley, ever since the completion of that Church some three years ago.

Father Augustin's death took place, not unexpectedly, at the French Hospital, Causeway Bay, at 10 o'clock last night, after an illness which lasted about a week. Although of a robust constitution, Father Augustin was unable to withstand his last illness and sank steadily almost from the moment of his admission to the hospital. In spite of all possible medical attention and the tender ministrations of the good sisters of St. Paul's Institution, with which Father Augustin had been identified for a number of years as spiritual director.

A gloom fell over Father Augustin's flock of St. Margaret Mary's Church and Roman Catholics in Hong Kong generally, early this week when it was learned that all hope had been given up for his recovery and that he had received the last rites of his religion. Since Monday Father Augustin had lingered at death's door, and it was only his strong constitution which permitted him to put up such a stout struggle.

Born in Poland, Father Augustin, who was born in Poland on August 21, 1874, was just over 54 years of age at the time of his death. He completed his studies in Italy, where he joined the Milan Foreign Mission Society.

He first came to Hong Kong in 1898 at the age of 24 years, and except for a short visit home after the Great War in which his people suffered greatly, Father Augustin had been a priest in Hong Kong for the past 30 years. On his arrival in Hong Kong, he was for some time given charge of the Italian Mission Seminary as Professor, and practically all the Chinese priests of the Vicariate have been his pupils. Soon afterwards he was appointed Chaplain to the Forces, a position which he held until recently when he took over the rectorship of the new St. Margaret Mary's Church in the construction of which he had taken a great interest. It was owing to Father Augustin's efforts that St. Margaret Mary's Church possesses one of the finest organs in the Colony and the electric clock, which is a landmark at Happy Valley and a boon to residents in the neighbourhood.

Some 25 years ago, on the death of the late Rev. Father Hippolitus, Father Augustin was appointed Rector of St. Joseph's Church, and was responsible for its many improvements, which throughout his rectorship was the Servicemen's place of worship, the Catholic members of both the Navy and the Army attending Church parade at St. Joseph's regularly each Sunday. Of great organising ability, Father Augustin saw the need of a meeting place and recreation hall for his flock at St. Joseph's and it was due to his efforts that St. Patrick's Club was brought into being.

Welcomed All Club life in Hong Kong 25 years ago did not afford the facilities to be found at the present time, so that St. Patrick's Club was a boon to every man, especially Servicemen. Father Augustin's broadmindedness prompted him to welcome everybody at St. Patrick's irrespective of their religious beliefs, so that he rapidly became well-known and popular with every foreign resident in Hong Kong. There are still many old residents, non-Catholics, who hold Father Augustin in deep regard, a regard which he fully earned and which he held to the last. These old friends will doubtless regard Father Augustin's passing as a personal loss.

Kindly Adviser Of a kindly and genial disposition, Father Augustin always had a good word of advice to every stranger in Hong Kong. He went out of his way to make them feel at home, helped them to carve out a career, and to really deserving cases, helped them financially as far as he could. Many have to thank Father Augustin for a start in life in the old days, and many were deeply grateful to the good priest for his assistance. Father Augustin's reward lay in the fact that his proteges remained ever grateful and loyal to him. Although he had always been a frank, plain-spoken man, it was difficult for anyone to take offence, so pleasantly were the "little lectures" delivered for the good of those he took upon himself to uplift.

Many of the former members of his St. Joseph's Church congregation, and of St. Patrick's, became his attached friends. Especially members of H.M. Forces and of the local Police who left uninterrupted cor-

"LOVES OF CARMEN" THRILLING LOVE ROMANCE OF SPAIN AT THE QUEEN'S.

Showing at the Queen's Theatre until Saturday, the "Loves of Carmen" presents something unique in photographic scenery and general interest in theme.

Adapted from the popular conception of the Opera "Carmen" the picture portrays the adventures of the terminally elagante girl.

Dolores del Rio as Carmen has a difficult part to play but her acting is magnificent. Don Alvarado as an officer of the guards, plays the part of Carmen's ever-worshipping lover. His adventures, degradation at her hands, and his acting in the thrilling climax, leaves nothing to be desired.

As a haughty and boastful torador, Victor McLagen is responsible for much of the finest situations in the picture. He well lives up to the great reputation he gained in "What Price Glory."

STAR THEATRE.

THRILLING OIL RUSH DRAMA TO-DAY.

A gripping story of the Oklahoma oil rush will be found in "The Brute", the new picture which comes to the Star Theatre to-day and which will remain the chief attraction until Saturday. Monte Blue is the leading player, taking the part of a dull-witted slow in action young man who, however, encounters many thrilling adventures in the course of a charming romance. Leila Hyams is the heroine being cast as a dance hall girl who is fought for by many, but finally won only by "The Brute". The picture has plenty of comedy which is in the capable hands of Clyde Cook. Most of the action of the picture takes place in the picturesque Death Valley, California, where the scenes were actually filmed. There is an excellent supporting cast which includes Carol Nye and Paul Nicholson.

SHIPPING STRIKE

UNIONS DECIDE TO FIGHT THE NEW ACT FRESH CRISIS

Melbourne, Yesterday. A fresh crisis is threatened in the waterside dispute. At the big interstate conference the Maritime and Transport Unions decided to endorse the men's unions' order to return to work, but are now planning an all-union movement to fight the Transport Workers Act, which the delegates have described as "a conscription of labour." It is reported from all over the country that there is no likelihood of trade unionists registering under the Act. Over three thousand volunteers are now enrolled at ports, including 1,300 at Melbourne. The waterside workers at Brisbane overwhelmingly rejected on a ballot the decision to resume work, but dockers at Adelaide have declared the strike off. It is however reported from Adelaide that as a result of intimidation only six drivers carried wool to free labour ships to-day.—Reuter.

Samuel Levy, aged 27, was remanded for a week by a Cardiff magistrate on a burglary charge, it being stated that he had swallowed a fork and spoon while in a Central Police Station cell.

response with him, even many years after they had left the Colony. All will feel his loss keenly.

He was most beloved by his cosmopolitan congregation at St. Margaret Mary's Church, and very popular on account of his forceful preaching and for the great interest he always took in his flock, for his great zeal for the upkeep of his church, which in addition to the up-to-date organ, he provided with stained-glass windows, a perfect choir, and many other decorations, his ambition being to make it the best in the Colony. His parishioners generously responded to his appeals.

He leaves at home a brother and his aged mother, 92 years old, for whom much sympathy will be felt. Service This Morning. At 7 o'clock this morning a largely attended dead service was held at St. Margaret Mary's Church, at which His Lordship Bishop H. Valtorta officiated assisted by the clergy. The body of the dead priest, in its coffin was in the Church during the service and will lie in state there until the time for the funeral. During the day many people visited the Church to view the body and pay their last respects. The funeral will take place to-day, the cortege passing the Monument at Happy Valley at 5.30 p.m.

A LANDLADY'S CASE

(Continued from Page 1.)

The defendants do not say whether they sent to their room for the usual requirements for the night so I assume they did not. The alternatives are that they went fully provided with these or they managed without. The latter alternative would be a very uncomfortable arrangement for a couple like the plaintiffs on a hot night in August. I suspect they went fully provided and that they had no intention of going back to the defendant's flat. All the circumstances point to this.

Paid Under Protest

Life had not been pleasant there since the defendant had heard about this proposed departure for Australia. All their belongings had been packed ready for removal. It only remained for Mr. Howarth to go and get them. He had told us that he went the next morning. Mrs. Howarth did not say she went with him. I should have expected an early return if she really intended to stay until the end of the month and in view of her statement that she had nothing but what she stood up in.

If Mr. Howarth's story, that all their baggage was packed ready to be put on board the P. and O. ship for Australia, is true, it seems extraordinary that they kept nothing out but what they were wearing with two days of August to be lived through before the date of sailing. Mr. Howarth failed to secure the baggage on the morning of August 28 as the defendant refused to let him have it unless he settled her claim. He went to see his solicitors and after paying \$32.50 under protest he was informed he might take it.

Shipping Co.'s Position

He went again the next morning, August 29, with coolies and took the baggage away. We were not told whether Mrs. Howarth went with him. He was not certain what time it was or whether he cancelled the passages for Australia before or after he got the baggage. His account of it all was so very casual that I doubt whether the plaintiffs ever had any intention of sailing on August 31.

According to his account, the steamship company allowed him to cancel his passages two days before the ship sailed as though it was quite immaterial to them whether the plaintiffs went by that ship or the next and in the end Mr. Howarth said that the cancellation of the passages was not entirely due to the detention of the baggage. I do not believe that the cancellation had anything whatever to do with the baggage if there was, in fact, any cancellation at all.

The plaintiffs gave the defendant good reason for believing they had left her by acting in the way they did.

No Lien

I will now deal with the plaintiffs' claim:—

1. The sum of \$32.50, which has been returned; 2. Hotel expenses for the last four days of August; 3. Damages for trespass.—I believe the plaintiffs left of their own accord on August 27. There was no evidence that they ever sought to return with the intention of continuing their residence. Mr. Howarth only went back to get the luggage. Mrs. Howarth apparently did not go near the place again. 4. Damages for illegal detention of the plaintiffs' effects and baggage.—The defendant was not an innkeeper and accordingly had no lien on the plaintiffs' belongings. On the other hand she had good reason to believe that the plaintiffs had left her and were going to evade any claim she might have.

No Damages

The detention may have been wrong but what damages did the plaintiffs suffer by reason of it? They said that they had packed everything ready for the ship. There was no evidence that anything was left out for use until the ship sailed. The plaintiffs' account of what took place is such that I am not prepared to award them even nominal damages for the few hours' detention of their baggage.

The plaintiffs complain that they were unable to go and see if they had left any of their belongings about this room but they have said that all their trunks and suitcases were packed ready to be taken away and they have given no evidence that they ever sought opportunity to look around the room.

Decision on Facts

5. Further and other relief.—I see no reason for giving the plaintiffs any relief. I do not consider that they have proved to my satisfaction that they have suffered any damage, for which the defendant is responsible.

There was some argument at the trial on what the legal relations of the parties to this action were. This seemed an involved and difficult question which I have considered but now find unnecessary to deal with any further as I have been able to arrive at a decision on the facts alone. I give judgment for the defendant with costs.

NOVA SCOTIA

CALL OF THE LAND OF GOLDEN APPLES

"ENGLISHMAN'S PARADISE"

Nova Scotia, known as the Englishman's paradise, and the least known of Canadian provinces, is making a bid for retired officers from the British Army and Navy to populate its fertile stretches of land. The province, three-quarters the size of Scotland, has a population of only 600,000, with a "Devonshire coastline" and landscapes resembling those of Scotland, a correspondent at Halifax informs the "Daily News."

The truth is that Nova Scotia feels that the Federal Government, the railways, and official publicists of Canada have neglected this Eastern province, while the prairies, the Rockies, and the Great Lakes have been boosted. The "Go West" slogan has put the "Herring Chokers" and "Bluenoses" as Nova Scotians are called, on their mettle. They are now determined to tell the world about Nova Scotia.

The Provincial Government has sent a special envoy to London to conduct a campaign to induce retired middle-aged naval and military men to bring their families and settle in the glorious Annapolis Valley, where there is 100 square miles of apple orcharding country, and where only 20 per cent. of the land is laid out with trees. "Great Prosperity."

Even so the Valley exports up to 2,000,000 barrels to Covent Garden each season, and in recent years the fruit markets have been looking to Nova Scotia for their apple supplies.

The Hon. J. A. Walker, Minister of Natural Resources, and his deputy, Col. Robert Innes, are ardent workers for an all-British Nova Scotia.

"We are entering a period of great prosperity here," Col. Innes stated. "The Canadian Pacific are building two large hotels, one at Halifax and the other at Digby, a beauty spot on the Bay of Fundy favoured by Bostonians. There are plans for the extension of the railway, and new industrial plants are being put down at towns like Yarmouth. A very small fraction of the natural resources in mining, agriculture, lumbering, and fisheries is being developed."

"Our campaign in London will be directed to retired Army and Navy officers with growing families. We can offer to prospective settlers a 207-acre farm, with a 14-roomed house, barns, stables, and coach-house, at £2,000. They are not isolated places; many of them are

only half a mile from the railway station.

A Beautiful Climate. "I do not think that it is generally known that we enjoy the climate of the Riviera and the Pyrenees, and like the English people we are always within reach of the sea."

"Nova Scotia has special claim to English settlers; it is the oldest province, and is the nearest Canadian point to Home."

"The British naval man would settle down to life in Nova Scotia for many reasons. He has the sea at his door, for company, for sailing, for fishing, or to cross for a visit to the Old Land. Liverpool is only 2,435 miles away, a week's journey. In due course we intend to develop Nova Scotia as a playground that will attract people from the British Isles and Europe."

Sir Otto Beit, the South African railway magnate, who is lying ill at Towin Water, his Welwyn, Hertfordshire, home, is gradually improving.

PUBLIC AUCTION.

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GILDA (his daughter) Sr. Pagliughi (soprano)
GIOVANNA (her nurse) Sr. Brambilla (mezzo-soprano)
DUKE OF MANTUA Sr. Folger (tenor)
SPARAFUCILE (a hired bravo) Sr. Menni (bass)
MADDALENA (his sister, a dancing girl) Sr. de Cristoff (mezzo-soprano)

COUNT CEPRANO Sr. Menni (bass)
COUNTESS CEPRANO Sr. Brambilla (mezzo-soprano)
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BRINGING DOWN A NEW
ZEPPELIN

NORTH SEA ACTION

[By Hector C. Bywater.]

On Sunday, August 11, 1918, there was fought in the North Sea a brisk little action which had far-reaching results on the subsequent course of the war. This engagement was noteworthy in itself as being one of the rare occasions on which a squadron of warships was pitted against a fleet of aircraft. It is also of historical importance as having signalled the end for all practical purposes of the German Zeppelin campaign. In consequence of this affair all Zeppelins were withdrawn from the North Sea zone and took no further part in the active conduct of the war.

The action developed out of a British naval sweep along the West Frisian coast, where enemy light craft were reported to be cruising. Admiral Tyrwhitt, with his famous Harwich Force, had put to sea in the hope of cutting these ships off from their base and rounding them up.

At this date a number of C.M.B.'s—small coastal motor boats of the hydroplane type, capable of making nearly 40 knots, and armed with one or two torpedoes which were projected, tail first, from the stern—were working with the Harwich cruisers, and were cast for a leading part in the programme. Their mission was to dash in at full speed and torpedo any German vessels that might be sighted.

The enemy however, was on the alert. His air patrols appear to have given timely warning of the impending raid, thus enabling his cruisers and torpedo craft to avoid contact with our main force. But the day was by no means uneventful. Our C.M.B.'s scouting well ahead of the main body, were suddenly attacked by a flight of German seaplanes, which had much the best of the encounter. Barring a few guns the C.M.B.'s had no means of defence, save their speed, and against hostile aircraft this availed them nothing. Swooping down upon the flotilla the German seaplanes riddled their flimsy hulls with a hail of machine-gun bullets. Three boats, Nos. 40, 42 and 47, were sunk, while others sustained damage and casualties. Up to this point, therefore, honours rested with the enemy. But we were soon to have our revenge.

The fight had been witnessed from a distance by a big Zeppelin, the L.53, commanded by Captain Proles, who ranked as one of the ablest of all German airship navigators. This vessel remained hovering near the scene until she was sighted from the British squadron. Preparations were at once made to attack her. Within a few minutes a Sopwith Camel aeroplane had been flown off a lighter towed at high speed by one of the destroyers, and was climbing steadily to get above its prey. The Zeppelin promptly made off to the east at full speed, but too late.

A Cryptic Signal

Eager watchers in the British squadron saw a tongue of fire leap from the Zeppelin as the incendiary bullets of its tiny assailant found their billet, then the whole airship became wrapped in flames until the full broken top and fell, a blazing mass of wreckage, into the sea. While the triumphant Sopwith Camel was winging its way back to the squadron the Commander-in-Chief made a somewhat cryptic signal: "See Hymn No. 414, Ancient and Modern, last verse." One can imagine that in every ship of the squadron hymn-books were hastily thumbed until this particular hymn and verse were found:

O happy band of pilgrims,

Look upward to the skies,

Where such a light affliction

Shall win so great a prize.

This was the fourth Zeppelin which British naval forces had destroyed in the space of three



Carl Kauffmann, Pittsburgh, Pa., golfer, and the cup he won by retaining his title in the national public links tournament at Philadelphia. His golf was consistent throughout.

weeks. On July 19, 1918, a smashing raid on the Tondern aerodrome by aeroplanes from H.M.S. "Furious" resulted in the complete destruction of two new airships, L.54 and L.60, while on Aug. 6 the L.70 was shot down in flames by British cruisers during a maiden flight across the North Sea.

The L.70 had been specially designed to attain a ceiling of 23,000 feet, with the object of circumvent-



Ying Fan-Koo, commissioner of the Nationalist Government of China and former Minister of Finance of the Nationalist Government, who has just arrived in the United States, and is now on his way to Washington, D. C., to confer with Government officials to tell them about the Nationalist Government. The Chinese Commissioner is making a world tour to solidify the National groups abroad. While in Washington he will discuss the attitude of the United States toward the present situation in China.

ing our aviators and anti-aircraft gunners. She left Germany on the evening of Aug. 6 to bomb the East Coast of England. Among those on board was Captain Peter Strasser, commander of the Naval Airship Section (Marine-Luftschiffabteilung), who had insisted on making the trip despite the remonstrances of his brother officers.

His death was the severest blow to the German air service. After the successive disasters recorded above a strong reaction set in against the use of airships anywhere near the fighting zones, and few, if any, further flights appear to have been made till the end of the war. The British Navy therefore can claim to have had a large share in the defeat of the Zeppelin campaign. "Daily Telegraph."

EXCHANGE.

TO-DAY'S QUOTATIONS.

On London—	
Bank, wire	1/11 7/8
Bank, on demand	1/11 15/16
Bank, 30 days sight	
Bank, 4 months sight	2/- 1/8
Credits, 4 months sight	2/- 1/8
Documentary 4 months sight	2/1
On Paris—	
On demand	1237 1/2
Credits, 4 months sight	1812 1/2
On Berlin—	
On demand	
On New York—	
On demand	48 3/4
Credits, 60 days sight	50
On Bombay—	
Wire	132 1/2
On demand	132 1/2
On Calcutta—	
Wire	132 1/2
On demand	132 1/2
On Singapore—	
On demand	85 1/2
On Manila—	
On demand	97 1/2
On Shanghai—	
On demand	77 1/2
30 days sight (private paper)	
On Yokohama—	
On demand	105 1/2
Gold Leaf, 100 fine (per tael)	
Sovereigns (Bank's buying rate)	9.70
Silver (per oz.)	26 1/2
Bar Silver in Hong Kong	4% prem.
Chinese Copper Cash, nom.	
Chinese Copper Cash, 6% prem.	
Rate of Native In-land	7% p.a.
Chinese Sub. Coin	50% dis.
Hong Kong Sub. Coin	

LONDON EXCHANGES.

London, Yesterday.	
Paris	124.05
New York	484 15/16
Brussels	34.90
Geneva	25.19
Amsterdam	12.09
Milan	92.75
Berlin	20.84
Stockholm	18.13
Copenhagen	18.19
Oslo	18.19
Vienna	94.44 1/2
Prague	163 1/2
Helsingfors	192 1/2
Madrid	29.43 1/2
Lisbon	107 1/2
Athens	37 1/2
Bucharest	79 1/2
Rio	6.29/32
Buenos Aires	47 5/16
Bombay	1/5 31/32
Shanghai	2/1
Hong Kong	1/11 1/2
Yokohama	1/10 21/32
Silver Spot	26 1/2
Silver Forward	26 1/2

—British Wireless Service.

Dad (to Johnnie): Why are you laughing at me?

Johnnie: I cannot help it, dad.

Dad: Why?

Johnnie: Every time you bend your arm you open your mouth.

Uncle (to Miss Elsie, who was apparently showing her full money-box): Oh, but I'm sure there is room for me to squeeze another penny in.

Elsie: I don't like so nunky—but there's room for a penny trippery in my pocket.

Faust (playing piano): I hope you didn't hear that, because I was trying to be brilliant.

Which one?

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A WEEK'S PAPERS
IN ONE

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CHINA NEWS, LOCAL NEWS
AND ALL THE NEWS

SEND IT HOME!

The week has again provided an extensive variety of "local" and "China" topics for the current issue of the "Overland China Mail." For its pictures alone, the "Overland" is well worth sending Home. It will be a gift highly appreciated by friends in other parts of the world.

The full report of the 1929 Supply Bill proceedings in the Legislative Council makes this number of the "Overland" an important one. It should be kept on file by Hong Kong business men and their connections elsewhere. It should be read widely for the information furnished by H. E. the Officer Administering the Government about the Colony's position vis a vis China, and also for the review of the Colony's financial administration as delivered by the Colonial Secretary.

There is more. Up North, there has been the curious compromise among the three warring factions—and the semblance of peace. On the Yangtze, a French ship has been pirated and several British vessels have been attacked. Nearer to Hong Kong (in Kwangsi to be precise) a lady of the Church Missionary Society has been kidnapped by bandits. All these events and their consequences are fully dealt with in the "Overland."

If only for the insight into commercial law, the "Overland" should be kept because it contains two complete versions of written judgments at the Supreme Court.

The "Overland China Mail," it should be borne in mind, is the only weekly budget of Hong Kong and China news which is illustrated. You get the most value for the least outlay.

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PEPSI



Sport Columns

SPEED THRILLS

SPILLS IN INTERNATIONAL ROAD RACE

CAR IN FLAMES

London, Aug. 18. Attended by many thousands of excited spectators, the keenly awaited international motor road race was held at the Ards circuit, near Belfast, to-day.

The race was over 30 laps, equal to 410 miles, and many world-popular "speed monarchs" took part in the struggle to win the Royal Automobile Club's International Tourist Trophy. Forty-five starters were expected, and the excitement in Belfast and the small villages which form part of the course was intense. An army of men had been working on the course and the stands. All-night trams and char-a-bancs were run from Belfast to the course. Thousands of people arranged to sleep out or to sit up all night in the open, invading the normally quiet country roads of Ulster.

Betting on the race was heavy. Captain Campbell, at 5 to 1, being followed in the list by Viscount Curzon at 7 to 1; Kaye Don, 8 to 1; Vernon Bullis and H. R. S. Birkin, 10 to 1, and O. S. Staniland and T. Thistlethwaite, 12 to 1.

Captain Campbell was made favourite because of his wonderful record as a driver. The experts, however, appeared to think that more likely the winner will be the driver of one of the smaller cars. Staniland, who has won fame as a motor cycle racing rider, appeared to have an excellent chance with three laps start. Campbell and Curzon got one lap start each from the Bentleys, the American Stutz, and the German Mercedes.

At the start of the race competitors had to erect their hoods, and to cover two circuits with the hoods up. They then had to restart, lower the hood and continue.

It was estimated that three hours before the race was due to start, there were a quarter of a million people round the circuit.

Captain Campbell Favourite

As the hour for the start drew near mechanics tuned, for the last time, low-built speed monsters under the watchful eye of drivers.

Viscount Curzon was given an enthusiastic reception when he drove his powerful blue Bugatti along the course to the starting point. He was followed by Major C. M. Harvey, a popular speedster.

Captain Malcolm Campbell was also given a great reception by the crowd, in which there were as many women as men.

When the competing cars drew up opposite the grand stand the terrific roar of the engines, mingled with loud speakers, created an ear-splitting din.

Captain Campbell remained favourite. His blue Bugatti particularly attracted the women, who hung about the car to catch a glimpse of England's speed idol.

It was reported road conditions were perfect.

At eleven o'clock punctually Lord Craigavon, Prime Minister of Northern Ireland, snapped the cord which dropped the starting flag in the greatest motor car race in history.

The competitors dashed across the road and erected their hoods, and in less than half a minute H. W. Cook, in a Bentley car, and H. R. S. Birkin, also in a Bentley, left almost together. Several cars got away splendidly, but others lost many minutes. There were 54 starters.

Cook reached Newtownards before the last competitor got away, doing the three miles in little over two minutes.

The first mishap occurred in the second lap, when Captain Malcolm Campbell's car burst into flames. The petrol tank exploded, and the car was completely gutted. Captain Campbell succeeded in jumping out.

Several officials and Captain Campbell were nearly run over as racing cars passed Campbell's blazing car.

The Captain was overcome by the

fumes, and was carried to the tent, where he recovered, and watched the race as a spectator. Captain Campbell's car continued to blaze in close proximity to reserve petrol pits, which it was feared would become involved.

Describing the destruction of Campbell's car, the Press Association's special correspondent says:—Campbell was greatly distressed and in a state of collapse. Souvenir hunters were busy stripping the wreckage of his car.

Captain Campbell:—"It is cruel. We put everything we knew into the car, and she was going splendidly. Ah, well, it is the fortune of war or speed racing."

According to "Central News" Captain Campbell said his car was not insured. He kept examining the engine repeatedly to see if it could be repaired.

More Mishaps

Baron D'Erlanger's Lagonda broke a rocker arm, and he had to retire. Birkin, in a Bentley, broke an oil pipe.

MacLure's car skidded into the bank and broke his back axle in the third lap, and his car was removed from the road. No one was hurt.

Birkin broke an oil pipe in the fifth lap, but was able to continue. J. Martin, on Salmson, had to retire, his car overturning. He escaped injury.

Viscount Curzon was driving superbly and fast, overhauling the smaller cars, and he was greeted with tremendous cheering all round the course.

Meanwhile Lord Curzon took the lead, but at the end of the ninth lap C. S. Staniland, in a Riley, was the leader. J. M. Anderson, driving a splendid Stutz, had a slight crash, but continued. Barnes also crashed, and the driver was slightly injured.

At the end of ten laps Viscount Curzon had the best round in 1 hour 49 minutes 22 seconds.

Birkin and D'Erlanger effected repairs, and resumed, but a number of the competitors were then a lap ahead.

Daring Drivers

The placings at next lap were Barnes, Staniland, Gallop, Davis, and Balls. The first named had accelerated to 68 miles per hour, eclipsing Curzon, who waved to the cheering crowds as he sped past.

The placings changed rapidly as the race progressed, and the spotting of the winner was impossible.

The drivers showed great daring, and the cornering produced hair-raising thrills. The pace, however, was now beginning to tell, and other retirements were reported.

Lord Curzon on the straight stretches roared along at 100 miles an hour, and on the dangerous sections showed extraordinary skill.

At some points women screamed as cars overtook rivals with only a foot to spare.

Callingham and Barnes had minor mishaps, but resumed. Martin smashed a front wheel, and gave up. The cars took the Dundonald hairpin bend at a tremendous pace.

Viscount Curzon Out Too

At the half distance only 19 seconds divided the first three men. R. C. Gallop, driving a Riley, was 18 seconds ahead of Davis (Riley), and Vernon Ball (Amilcar) was one second behind.

The leader on handicap was Major C. M. Harvey (Alvis), H. W. Purdy (Alvis), being second, and Viscount Curzon (Bugatti) third.

Soon after completing the half distance, Lord Curzon's great effort came to an end when his petrol tank burst. He had averaged 71 miles an hour, and was getting on terms with the smaller cars.

The mishap caused him to retire. It was the same trouble that caused Capt. Campbell's car to catch alight, but at the time he was pulling into the pits to refuel.

Scratch Car Overturns

Later the announcer stated that the giant Mercedes, which started at scratch, had overturned at a difficult ascent near Mill Corner.

Sub-Lieut. Ross's Frazer-Nash caught fire, but the car was immediately stopped and the fire extinguished.

Lord Curzon said:—"I had a wonderful time. The car has never

"CHAMPS" HELD

FILIPINOS BATTLE WITH MYSTERY 9

FIVE RUNS ALL

The Filipino Baseball Club, Colony champions, on Sunday last met on their own diamond at King's Park, Kowloon, the "Mystery Nine." Five all was the score when time was called. The champions fielded their star nine but were unable to extend the Mystery Men, who had been trained to a fine state of fitness by Murtaugh, who is also manager of the outfit. "Jim" Wittchell pitched for the Mystery Men up to the last inning and held the Filipinos to three hits. There were an unusually large number of errors on both sides owing, chiefly, to nervousness. The Mystery Men went out to King's Park, knowing they were going to meet a "hot" combination; the Filipinos until the game was well under way, did not know what they were up against—hence the nervousness. A large number of spectators watched the display from the surrounding slopes and afterwards refreshments were served at the Filipino Club, the members of which proved admirable hosts. A return match is scheduled for Sunday week, same venue.

Line up:—

Mystery 9.	Filipino Club.
Bacon	c. Fernandez
J. Wittchell	Zafra
Murtaugh	T. Leonard
Lawrence	J. Alvarez
Stonham	D. Leonard
Comier	Bautista
C. Wittchell	A. Alvarez
Easton	Rull
Hildreth	Curraem
Substitutes:—	
Redmond	Delgado
Carpenter	Murata
	Kusano

HOME SOCCER

London, Yesterday.

Derby County and Arsenal played a goalless draw to-day in a Division I fixture.—Reuter.

TO-DAY'S SOCCER

South China are playing the Queen's Regiment to-day at Caroline-hill, starting at 5 p.m.

done better, and I thought I should be very near success at the finish."

Up to the end of the seventeenth lap there had been 10 retirements, leaving 44 cars in the race.

Major Harvey (Alvis) crashed at Ballystock, and was run into by Newman. Neither of the car's crews was hurt, but both vehicles were so badly damaged as to be eliminated.

The big German Mercedes which overturned in a ditch was hauled out and made another start. At the twentieth lap (two-thirds distance), Kaye Don (Lea Franches) had wrested the lead from H. W. Purdy (Alvis).

Women Knocked Down

The order at the end of the sixteenth round was—1, Fall; 2, Noble; 3, Kaye Don. Noble retired later with a broken axle, and Wilkinson's car caught fire. An hour from the end seventeen cars were out of the race.

Vernon Ball's car came to grief. He received a scalp wound, and was taken to Newtownards Hospital.

Dykes was also admitted to hospital, his car overturning.

When Ball's car skidded he knocked down three women, who were not seriously injured.

With three laps to go Cushman was 37 seconds behind Kaye Don. That position remained unchanged with two laps to go.

Kaye Don went on to the final lap with a lead of 26 2-5 seconds.

A Dramatic Finish

The finish was dramatic. Both cars came in sight together down the slight descent to finishing post. Wild scenes of excitement were seen as the cars flashed past the post, men yavering hats and women shouting hysterically as Kaye Don won the great race.

THE GIRL GUIDES

MEMENTO TO LADY ERIC STUART TAYLOR

LOCAL ACTIVITIES

Girl Guides of Hong Kong assembled in force at Government House yesterday for the presentation by Mrs. W. T. Southern (wife of H.E. the Officer Administering the Government) to Lady Eric Stuart Taylor of a memento from all the Guides in the Colony, on the occasion of her impending departure for home.

Amongst those present were H. E. the Officer Administering the Government (the Hon. Mr. W. T. Southern, C.M.G.); the Hon. Dr. R. H. Kotewall, C.M.G., LL.D. (President), Mr. H. R. B. Hancock (Vice-President), the Rev. G. T. Waldegrave, M.A. (Commissioner) and Mr. C. H. Blason (Assistant Commissioner and Hon. Treasurer)—all of the Boy Scouts Association, Hong Kong branch; Mr. R. E. Lindsell, Mr. R. C. Tredwell (U. S. Consul-General), Lt. R. E. Wright, R.A. and Mr. F. H. J. Traves.

Mrs. Southern said:—

Ladies and Gentlemen:—One of our Guide Laws enjoins that "A Guide smiles and sings under all difficulties."—But I protest that it is impossible either to smile or to sing when faced by the difficulty of saying Goodbye to Lady Stuart Taylor. I don't believe the law applies to so hard a case. In any event we are not met here together for you to see me smile or to hear me sing. This large gathering is a visible sign of the affection in which we hold Sir Eric and Lady Stuart Taylor.

Sir Eric as a Friend

I include Sir Eric for three reasons. First of all, he is a good friend to all of us in general, a good friend to the Scouts in particular, and thirdly, if I may make a professional reference, he has been prescribing good tonics for our bodies, while Lady Stuart Taylor has been giving us that best of tonics for the mind—Guiding.

I am not going to dwell on this parting from these two good friends. We want to spend as much time in their company as possible and not listen to speeches. I have been asked to present to Lady Stuart Taylor on behalf of all interested in Guiding in the Colony this book, "A Book of Remembrance." It will contain when completed the signature of every Guide in the Colony. It is adorned by charming watercolours of Hong Kong flowers by our friend, Mrs. Aubrey. It is full of Guide photographs and sketches, and we hope it will be a happy reminder to Lady Stuart Taylor of all the splendid work she has done for the Guide Movement in this Colony.

Tower of Strength

Lady Stuart Taylor has been a tower of strength to Hong Kong Guiding, and it has been a joyful thing to work with her and to realise her wonderful efficiency and keenness and to enjoy her sense of humour, which is the greatest asset in all work and at all times, but especially in Guiding, which is founded on play and cheerfulness and good fellowship. We do hope that Lady Stuart Taylor will like our humble offering, and that it will recall us as often to her memory as she will be present in our minds.

In all I have said I know that our President, Lady Clementi, would wish to be associated heartily. We wish Sir Eric and Lady Stuart Taylor all happiness and success in their life in England.

Lady Stuart Taylor expressed her gratitude for the gift.

All Round Cords

Miss Lella Clarke (Captain, 1st Hong Kong Rangers) was presented with All Round Cords—a recognition of general efficiency in Guiding awarded by Headquarters. Miss Clarke is doing excellent work for Guiding in the Colony.

The presentation was made by Mrs. H. R. Remington.

Tennis Prizes

A Tennis Tournament for the Guides was arranged by Miss Marybud Hancock. Those playing were—

1st Hong Kong Company—Miss Steele, Miss Lang.
2nd Hong Kong Company—Miss B. Sutton, Miss M. Hancock.
3rd Hong Kong Company—Mrs. Cressay, Miss Ip Wai-man.
1st Kowloon Company—Miss M. Bryson, Miss A. Hosford.
2nd Kowloon Company—Miss T. Ellis, Miss M. Chan.
3rd Kowloon Company—Miss K. Chester, Miss Hosford.

1st Hong Kong Rangers—Miss B. Taylor, Miss G. Heard.
All-officers or Guides over 18 years of age playing for their Company were handicapped. This applied to the 2nd Hong Kong Company and the 1st Hong Kong Rangers.

The winners of the Tournament were as follows:—

1st Hong Kong Rangers (Miss B. Taylor, Miss G. Heard)—20 points.
2nd Kowloon Company (Miss T. Ellis, Miss M. Chan)—17 points.
3rd Kowloon Company (Miss K. Chester, Miss Hosford)—12 points.
The cup was very kindly given by Mrs. Dyer, and at her desire Lady Stuart Taylor handed it to the winners.

Officers

Mrs. D. R. Kinloch has kindly consented to act as Hon. Secretary in place of Lady Stuart Taylor. Mrs. B. G. Grigor will assist her, and Mrs. J. D. Danby will act as Badge Secretary.

Vice-Presidents.—Mrs. F. H. Carvalho, Lady Chow, Mrs. H. T. Cressay, Mrs. R. M. Dyer, Mrs. R. Hancock, Lady Ho Tung, Mrs. R. H. Kotewall, Mrs. Paul Lauder, Mrs. C. C. Luard, Mrs. C. G. Mackie, Mrs. F. Maitland, Mrs. J. M. da Rocha, Mrs. W. T. Southern, Mrs. J. H. Taggart, Mrs. S. W. Ta'o, Mrs. T. G. Weall, Mrs. E. D. C. Wolfe, M.B.E.

Local Association.—Lady Clementi, M.B.E. (President), Mrs. C. G. Alabaster, M.B.E., Mrs. G. E. Aubrey, Mrs. A. Cannon, Mrs. W. G. Clark, Mrs. H. T. Cressay, Mrs. J. D. Danby, Mrs. J. B. H. Doyle, Mrs. C. R. Duppuy, Mrs. R. M. Dyer, Mrs. A. H. Ferguson, Mrs. B. G. Grigor, Mrs. R. Hancock, Miss A. E. Hendry, Mrs. J. H. Hunt, Mrs. T. H. King, Mrs. D. R. Kinloch, Mrs. C. C. Luard, Mrs. Mercer, Mrs. W. G. H. Miles, Mrs. E. P. Minnett, M.D., Mrs. W. B. A. Moore, Mrs. G. Murray, Mrs. G. F. Nightingale, Mrs. J. Owen Hughes, Mrs. J. L. Pearson, Lady Pollock, Mrs. H. R. Remington, M.B.E., Mrs. M. H. Roffey, Miss H. D. Sawyer, Miss H. F. Skinner, Mrs. J. T. Smalley, Mrs. W. T. Shouthern, Mrs. C. C. Stark, Lady Tyrwhitt, Mrs. E. D. C. Wolfe, M.B.E., Mrs. O. C. Womack, Miss F. C. Woo, M.B.E., Miss E. Kotewall (during Miss Woo's absence abroad), Mrs. J. R. Wood.

"MIGHTY FINE"

MAGISTRATE'S TRIBUTE TO A WIFE

When Cyril William Crane, 28, a labourer, of Wedmore-gardens, Holloway, was charged on remand at North London Police-court with attempted suicide it was stated that after returning home drunk and abusing his wife and mother-in-law he locked himself in a room and turned on the gas.

He was revived and taken to the police-station, where he remarked: "When I get out of here I will do my wife and myself in."

The magistrate (Mr. Basil Watson, K.C.) told Crane that he had behaved like a pig to his wife, who was "a mighty fine woman." She had taken the trouble to visit him in prison, despite the fact that he had gone home drunk and threatened to kill her.

"You ought to be proud of her," he added. "When I let you out go home and apologise to her. If you make half as good a husband as she is a wife you will do very well."

Crane was placed on probation for a year.

"Look at this, Herbert," said his wife suspiciously, as she produced a visiting card she had found on the bedroom floor. "This is the address of a turf commission agent."

"Well, you see, dear," explained the culprit hopefully. "I thought the front lawn was looking a bit scrappy, so I decided to have it done up this year."

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BRINGING UP FATHER.

WORLD NEWS IN PICTURES.

They Seek The Farmer's Vote.



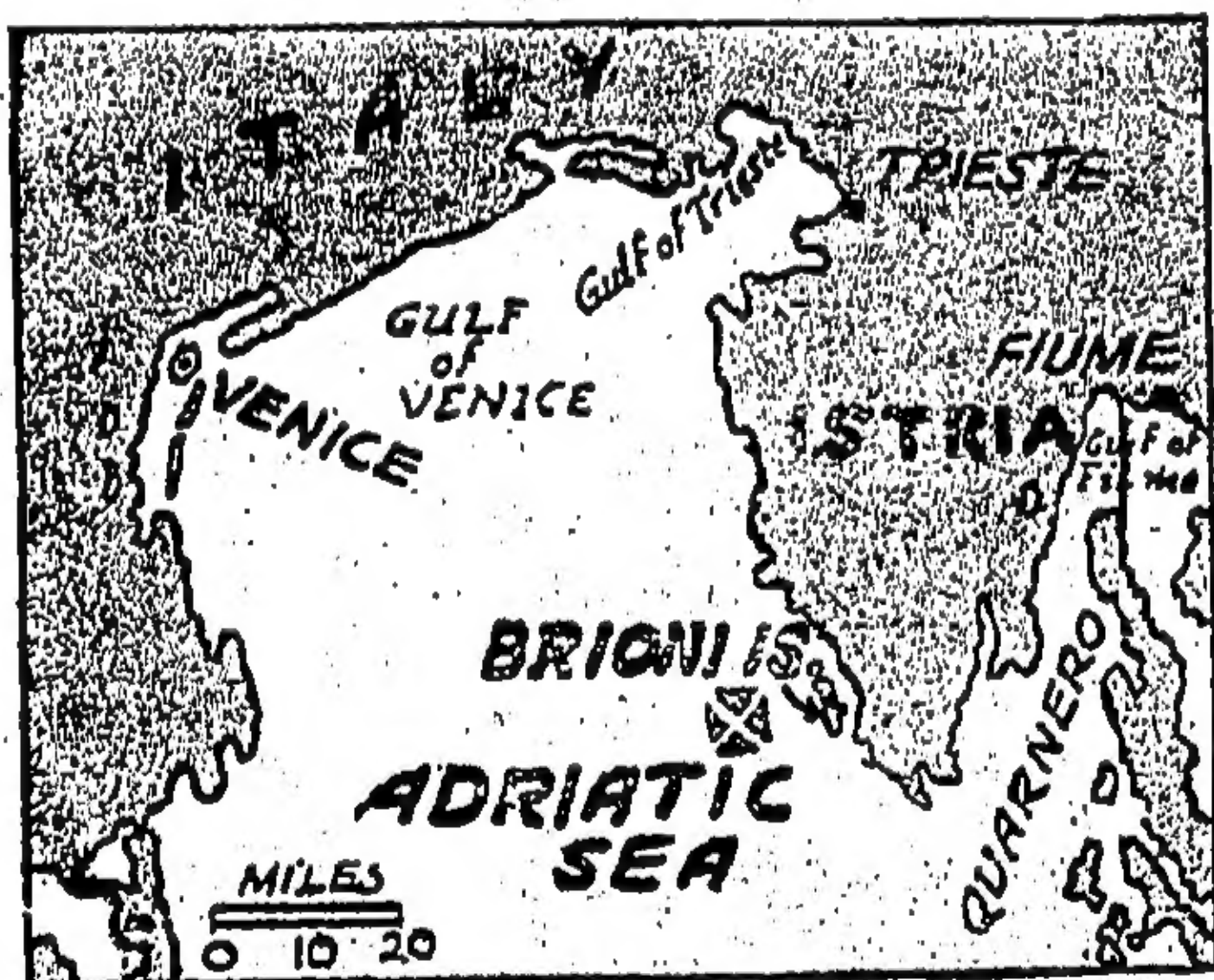
Governor Alfred E. Smith, at his desk conferring with George N. Peek, Republican farm leader of Moline, Ill., who endeavoured to swing the farmer's vote to him.

Receives Award Ten Years After.



Brigadier-General Frank I. Hines, chief of the United States Veterans Bureau, acting under the emergency officers' retirement act, confers the first award on Captain Frank J. Jarvey of Washington, D.C., holder of the Distinguished Service Cross and the Italian War Cross.

Where F-14 Tragedy Occurred.



The above map shows where the Italian submarine F-14 was rammed and sunk during manoeuvres of the great fleet. Upon being raised by pontoons the undersea craft was found to be filled with chlorine gas, its 31 officers and men having long since succumbed.

Vessel in Stirring Rescue.



The S.S. Mianowaka, the ship which rescued Captain Frank Courtney and his three companions of the Dorner-Nesler flying boat "Whale"; Captain Frank H. Clare, master, who directed the stirring drama, and Seaman Frank Barker, the lookout with the "nine-mile eyes" who first sighted a tiny speck on the horizon.

Opening of Olympic Games.

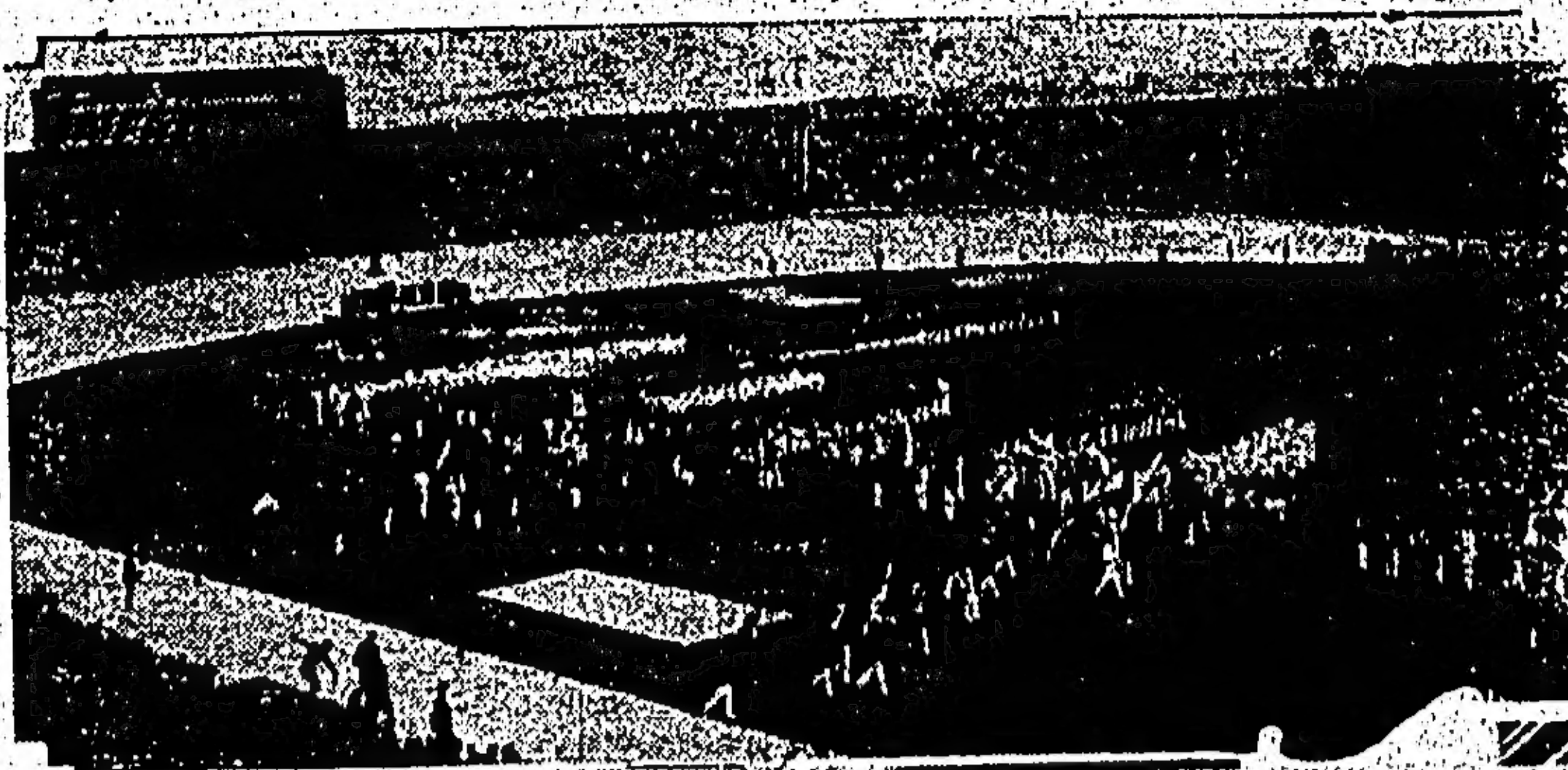
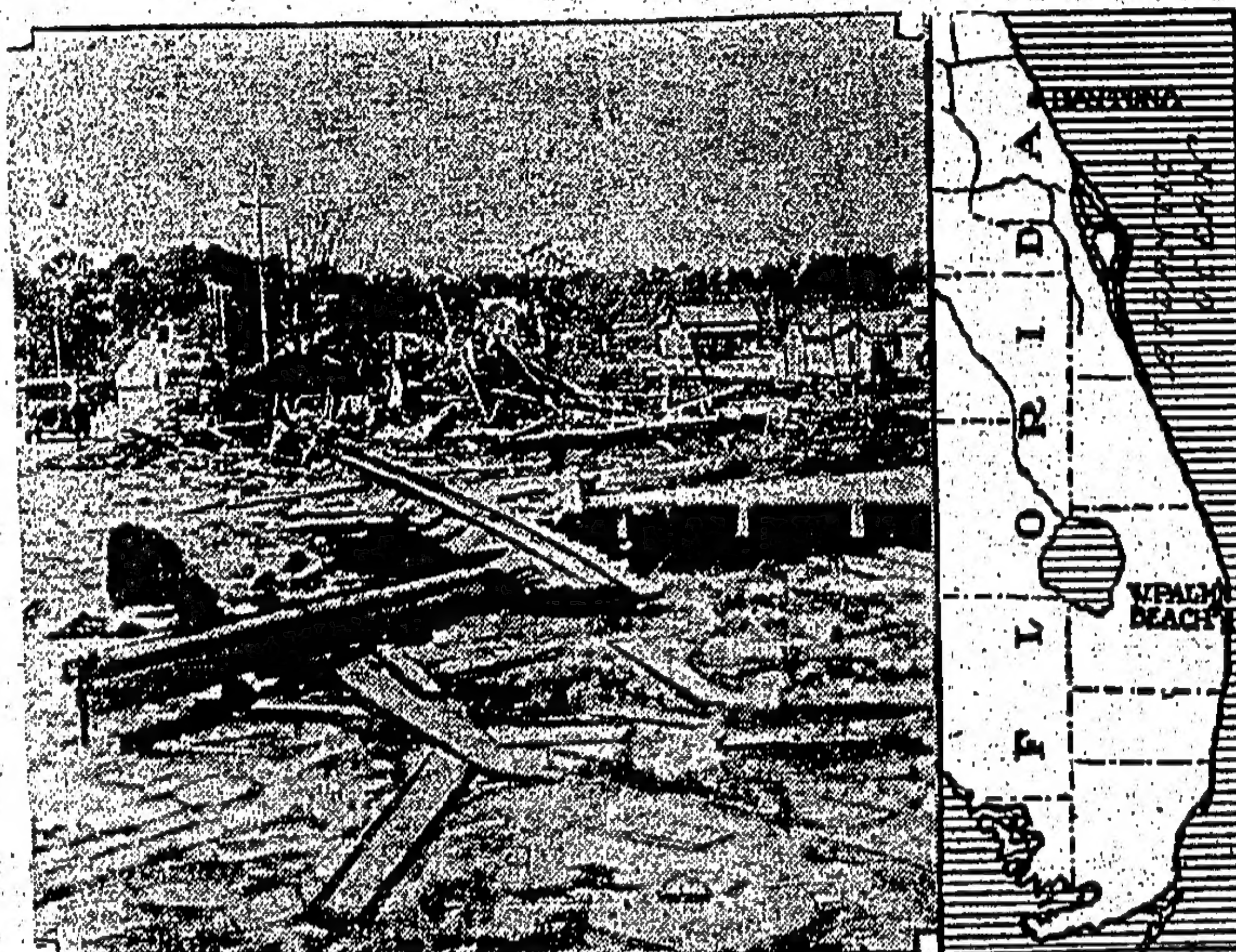


Photo shows the opening of the ninth Olympic Games. Spectators from all over the world jammed the big stadium to overflowing.

Where Florida Hurricane Struck.



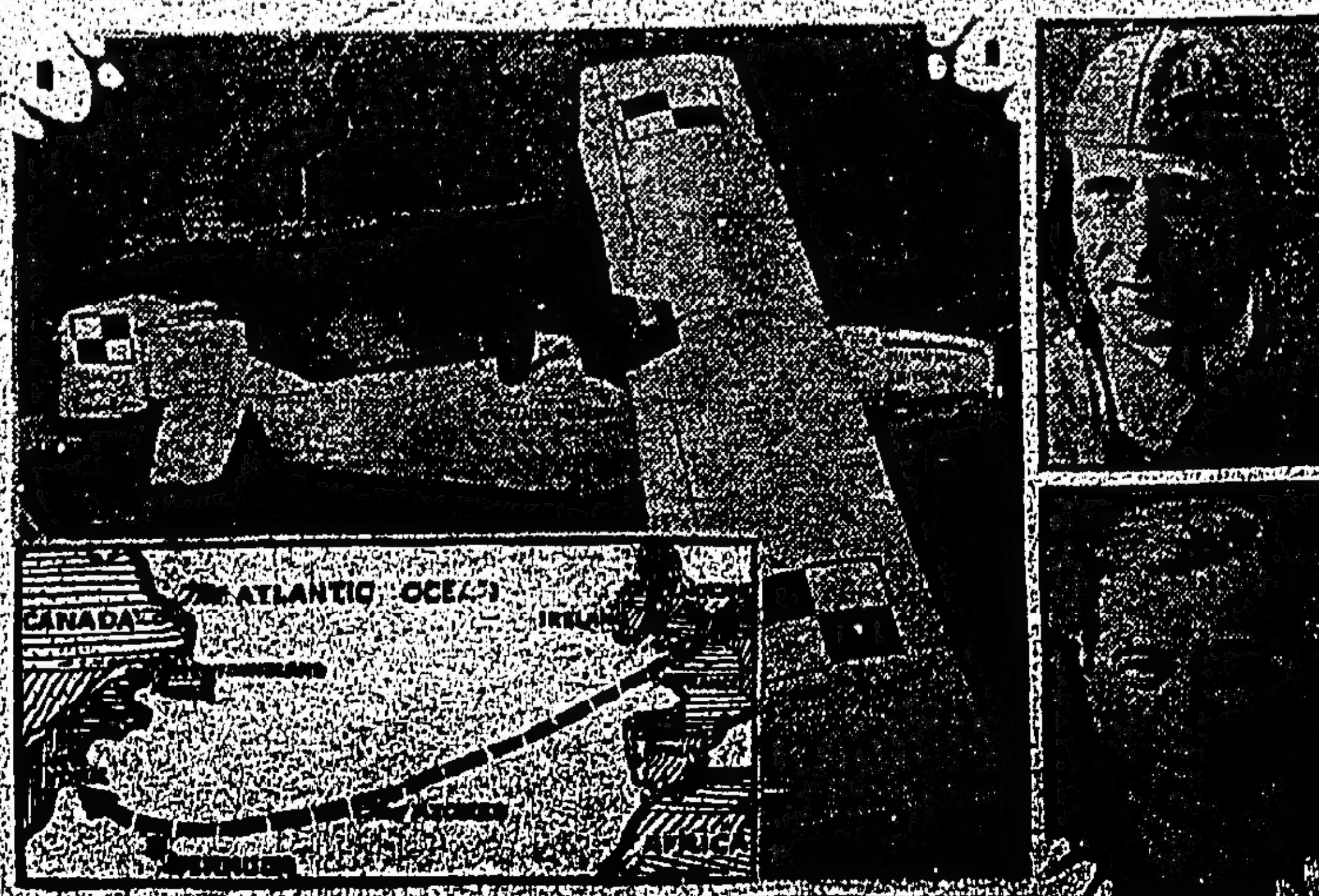
West Palm Beach and Palm Beach became twin cities of darkness during the tropical hurricane, which twisted up the Eastern seaboard, out of the Bahamas. The map shows the course of the storm which apparently expended its fiercest blows in the vicinity of Palm Beach and Daytona Beach. Above, photo of debris left at Sorrento, Fla., in the wake of last year's disastrous storm.

Accused Nun Tells Her Story.



Mother Superior Concepcion Acevedo de la Lita, accused of influencing Jose de Leon Toral to assassinate President-elect Alvaro Obregon. She is shown answering questions of the judge and public prosecutor for the federal district of Mexico.

How An Atlantic Flight Was Planned.



The Pollak plan, "Marsden's Plan," shows above in a previous flight. The Pollak plan, "Marsden's Plan," shows above in a previous flight. The Pollak plan, "Marsden's Plan," shows above in a previous flight.

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BRITISH CARS

EPIC STORY OF NOTABLE
ACHIEVEMENT

DESERT BEATEN

Details which are just to hand give some idea of the remarkable triumph of both human and mechanical elements in a survey and exploration task never before successfully accomplished.

One may be excused a feeling of justifiable pride in, and a desire to herald the feat of, two ordinary standard British production vehicles which have crossed the Kalahari Desert, where vehicles of other than British manufacture had tried and failed.

Story of Great Success

The epic story of their success indicates a notable achievement, and those who took part in it have not only established a record as being the first white men to cross this vast uncharted region, but they have added a leaf to the laurels of British exploration and of British motor manufacture. In addition they have certainly placed the last nail in the coffin of the fallacy that British vehicles are unsuited for Overseas requirements, and it is to be hoped that this bogey will be permitted to remain interred.

The Kalahari Desert is a vast sandy plain in the centre of the African Continent, stretching for some 600 miles between the Zambesi and Orange Rivers. Its waterless tracts have hitherto proved an obstacle to the development of large areas of fertile country lying beyond them, and although numerous attempts have been made with oxen, camel and car to find a way across, it has been left to the motor car to succeed where other forms of transport had failed, and to a British car to succeed where its rivals had not been successful.

To Explore Trade Routes

The object of the expedition was to explore the possibility of opening up a trade route across the Desert so as to bring the habitable land situated on its north-west edge into close touch with the railways and business centres of Bechuanaland. The result has proved that with proper mechanical transport this is possible, and the development of a large track of rich and fertile country will be the outcome.

The expedition left Mafeking on June 16, and proceeded to Mahalapye, striking thence westward across the Desert to Ghanzi, a distance of 400 miles, after which they headed for Livingstone via Maun, a further journey of 600 miles. The two vehicles, British built Morris Commercial six-wheelers, had to carry supplies and water sufficient for their own use and for the use of the party. It was known that the going would be bad and it was estimated that no vehicle could hope to complete the journey under one month. Yet the actual crossing of the Desert was accomplished in twelve days, the area traversed consisting of wide stretches of desolate sandy wastes interspersed by tracts of thorny scrub. Not a drop of water was found on the entire journey. A wash was a luxury not to be risked, and the drinking supply had to be conserved until it was certain that the danger area was passed.

Standard Vehicles

The vehicles were thoroughly tested at the start, and acquitted themselves so well that beyond the daily series of punctures and the tearing of the fan belt by the bush no mechanical trouble was encountered.

During one period of the journey, a bushman followed the tracks of the cars for miles under the impression that they were on the track of some uncommon animal.

"At times the country ahead looked almost too bad for any vehicles to get through, but with dogged persistence men and machines alike carried on and won through. The result is a triumph of British pluck and endurance. It speaks volumes for the leadership of Capt. Clifford and is an undying testimonial to the quality of British workmanship and design, and will do much to force home a realisation of the suitability and capability of British vehicles to undertake any difficulties successfully, and to go anywhere no matter what obstacles may hinder."

The two cars used were ordinary productions of Morris Commercial Cars, Ltd., of Birmingham, of the six-wheeler type, which recently came through the gruelling tests imposed by the British War Office before it placed extensive orders for them.

AT ALTOONA

LOU MEYER WINS THE
CLASSIC

FIRESTONE SUCCESSES

Altoona, Pa., Aug. 19. Lou Meyer, leading continuously from the half way mark, hung up his second major victory of the season to-day when he piloted his mount home ahead of the field in the 200-mile international sweepstakes at the Altoona Speedway. His time for the race was 1:42.54, an average of 117 miles an hour. Meyer won the Indianapolis 500-mile classic last May 30.

Bob M'Donogh, who led at the 100-mile post, finished second in 1:43.43. Cliff Woodbury, who took Fred Comer's place at the wheel of the latter's machine when a flying splinter shattered Comer's goggles, was third in 1:44.55.

Billy Arnold was fourth and Dave Evans, Ray Keech and Babe Stapp hit the wire in the order named. Nine of the sixteen starters failed to complete the 200 miles, having been forced out by mechanical trouble.

Edward Meyer of Southgate, Cal., father of the winner, was first to congratulate his son as he coasted to the pits. A hearty kiss and handshake greeted Lou. The elder Meyer motored across the continent to see his son in the race.

M'Donogh, who was Meyer's chief rival, finished less than a mile behind after leading through the first 100 laps.

62,000 Spectators
Leon Duray was the only other driver to set the pace. He blazed the way through the first five laps.

All winners used Firestone Tyres.

An estimated 62,000 persons invaded the bowl to see the classic. It was the first Sunday racing event ever held in Altoona and came about when rain forced a postponement on Saturday.

Meyer drove a pretty race all the way, and he was not forced to the pits at any time. Woodbury flashed a challenge in the closing laps but had too great a handicap when he started his spurt.

In the preliminary events, Duray won the five-mile sprint in two minutes, 18.3.10 seconds, an average of 130 miles an hour. M'Donogh was second and Keech third.

Ralph Hepburn took the ten-mile race, which was open to cars not entered in the five-mile event. Earl Devore was second and Norman Batten third.

SIX WHEELERS.

VALUE IN UNDEVELOPED
AREAS.

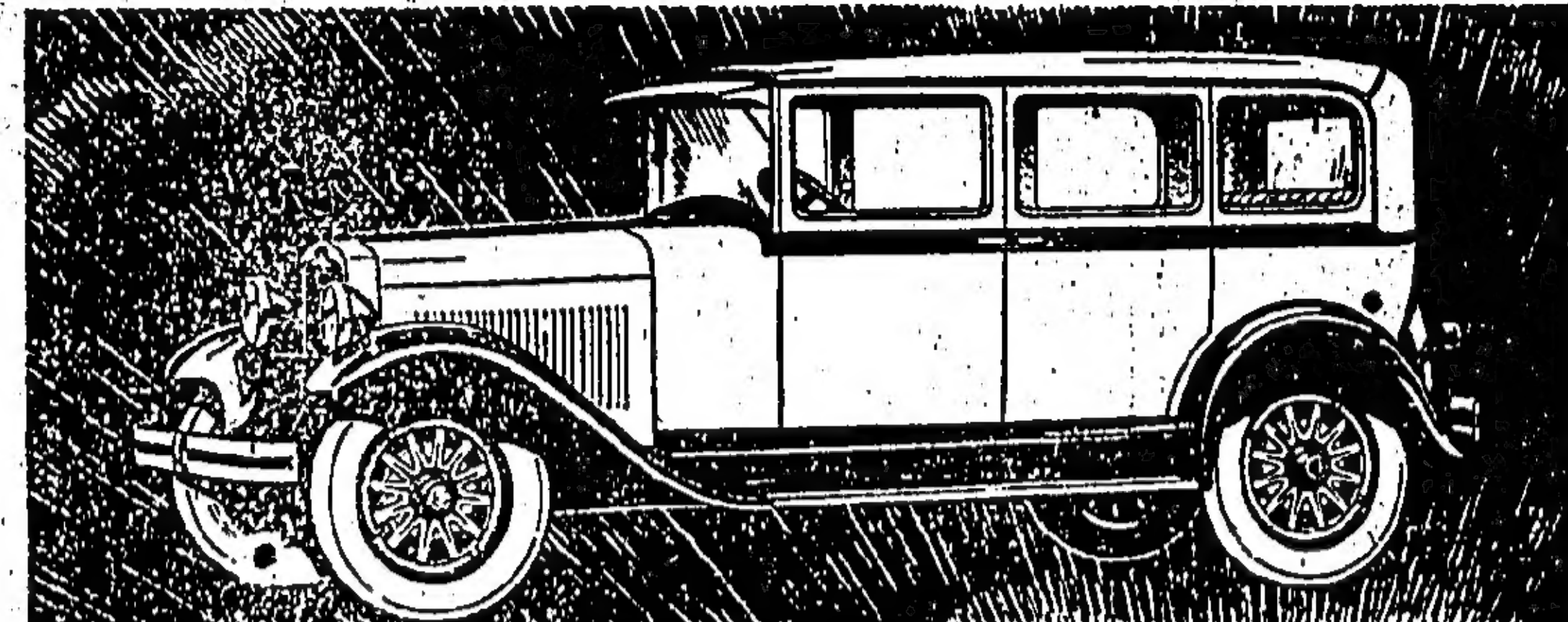
The introduction of six-wheeled petrol vehicles has met with immediate success in many of the undeveloped parts of the world by reason of the fact that the ease with which these vehicles can negotiate cross-country, and particularly surmount the difficulties of virgin territory, make it possible for them to penetrate where before the only means of transport was by animals. Indeed, instances are coming constantly under notice where these vehicles have successfully negotiated tracts of country through which it was formerly impossible even to take animals.

The latest news is from Brazil, where a Thornycroft type "A.3" Six-wheeled Lorry recently completed the run from Sao Paulo to a place on the borders of Mato Grosso, a distance of approximately 1,000 kilometres.

This feat is all the more noteworthy as the route traversed had never previously been negotiated by a vehicle of any kind, only animal transport having been possible. Much of the journey was through virgin forest, where a passage had to be cut or the ground excavated to enable the vehicle to pass under trees which were too large to be felled. Innumerable obstacles were encountered, after eight days strenuous efforts, more it should be mentioned on the part of the crew than the vehicle, the lorry reached its destination carrying its full load of two and a half tons.

It is interesting to add, though not difficult to understand, that this successful demonstration of the capabilities of this vehicle, has resulted in orders being placed for five similar vehicles, while, in addition, many promising inquiries have been received by Thornycroft of Brazil who are the representatives of

Engineering Genius in STUDEBAKER'S New ERSKINE SIX



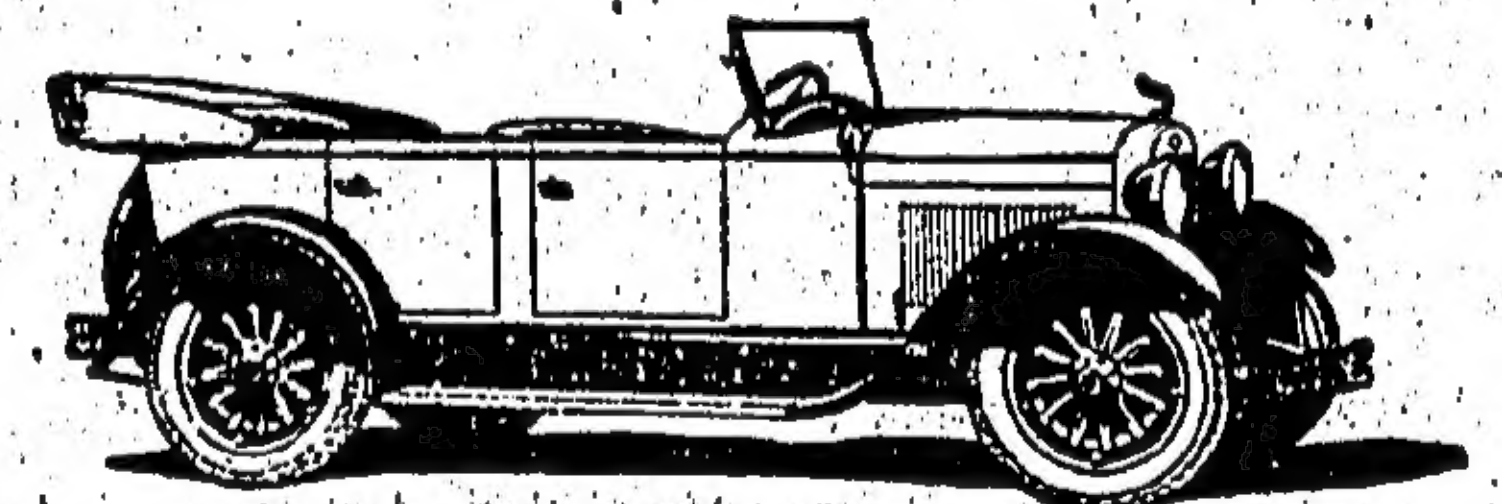
THE genius of Studebaker engineers is reflected in this new Erskine Six Sedan. Engineering genius that wrings more miles from each gallon of petrol, breeds big performance into a small, economical engine, squeezes more comfort into each inch of wheelbase, doubles the buying power of your money by the economy of mass production.

This Erskine Six Sedan is big in every way except cost. Big and beautiful in appearance because of skill in design and distinctive cellulose colours. Big in performance because of its powerful, yet economical, 6-cylinder engine. In official tests it raced 1298 miles in 24 hours—a record in its class! Today, thanks to this improved Erskine Six you can enjoy Studebaker comfort and satisfaction though you invest only a small sum in your motoring.



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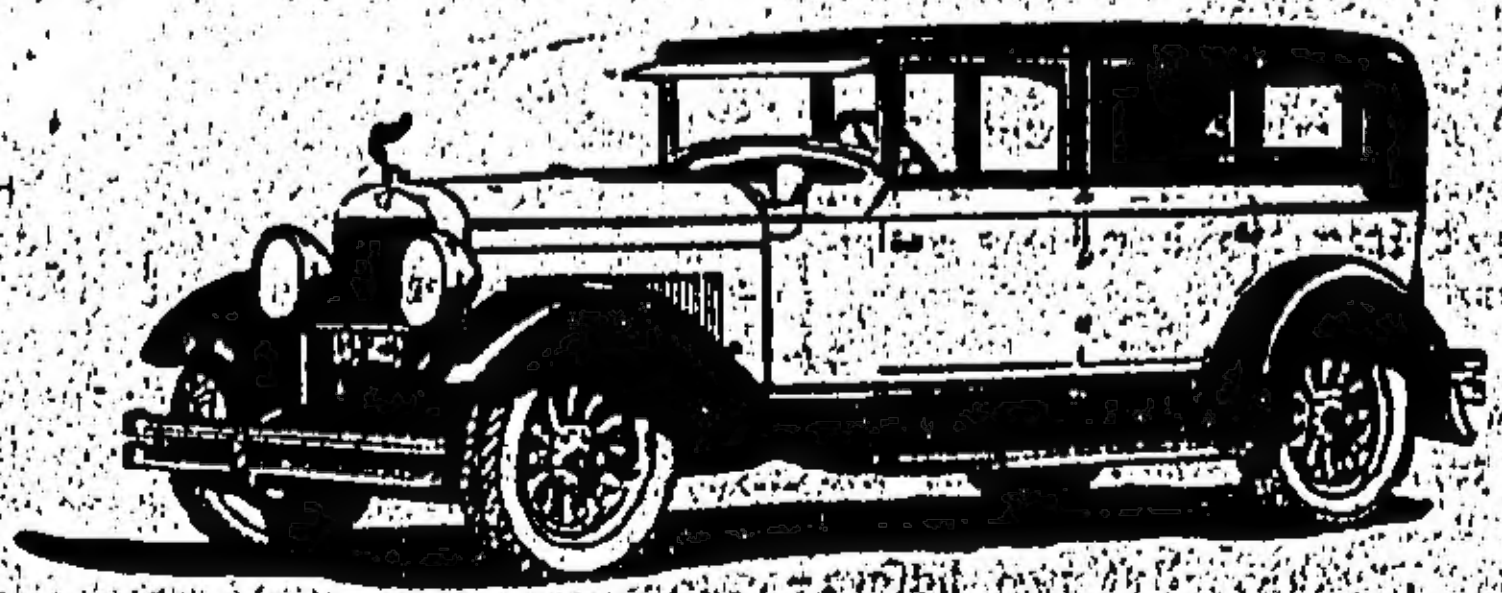
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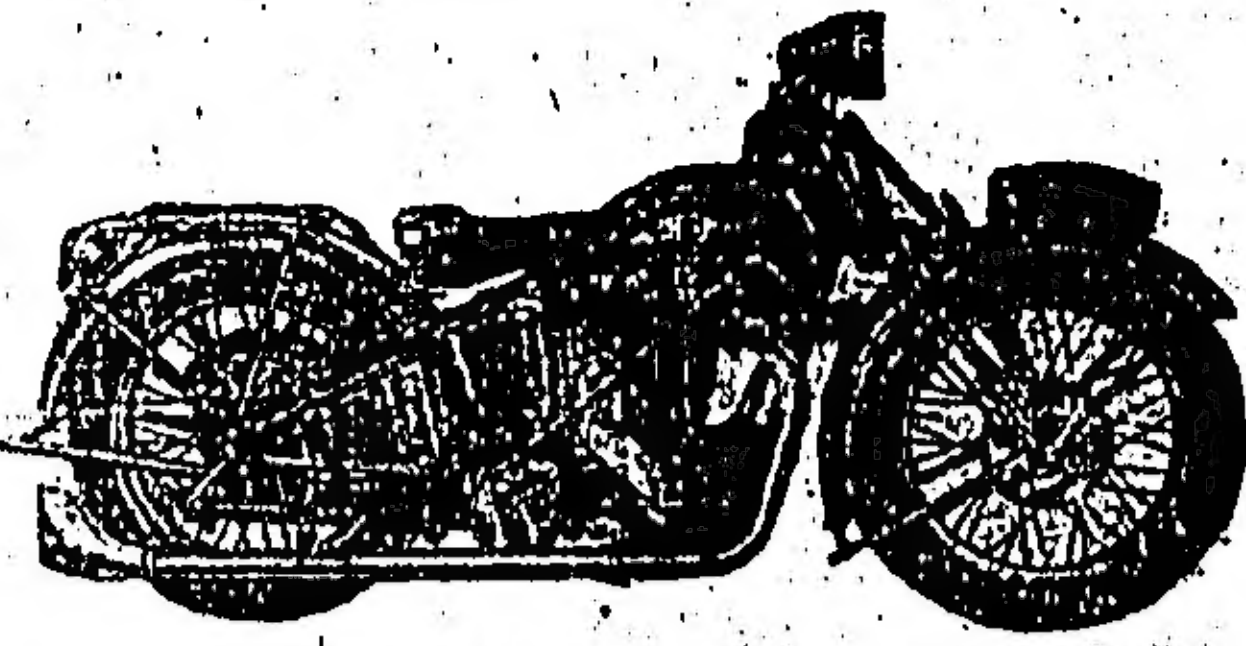
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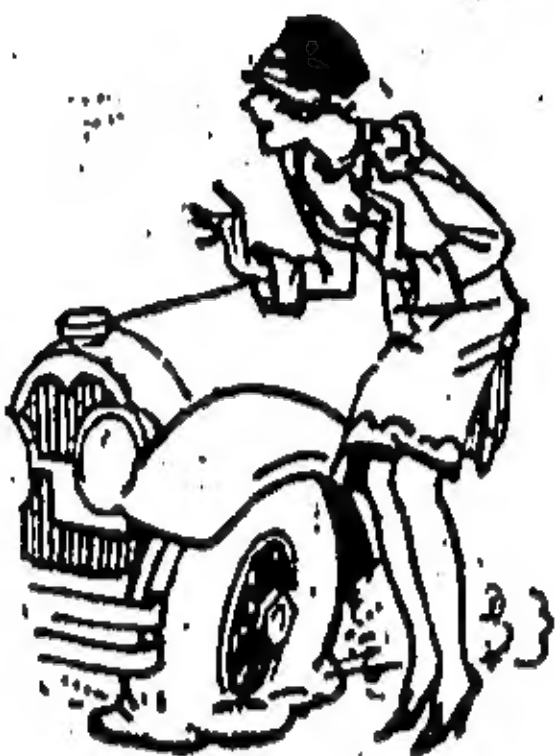
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HORSELESS VEHICLE

THE BUICK OF TWENTY-FIVE YEARS AGO

LITTLE BIT OF HISTORY

During the month of September twenty-five years ago, in the city of Detroit, Michigan, a four-wheeled vehicle was rolled out of a factory that had been formerly used to manufacture overalls. The vehicle was described as a horseless carriage. The inventor had confidence in the ability of his carriage to go without being pulled but he had no money with which to finance a company to manufacture. Finally he found someone he could interest in his carriage and who said:

"We'll put the money in it if you'll make it run the 68 miles from Detroit to Flint."

And the inventor replied: "If I make it to Flint you'll form a company and build a shop and we'll get into the horseless carriage business."

A Famous Run
It is now history how that run of 68 miles was made. For the first ten miles the inventor didn't have any trouble. But just before reaching Pontiac the car hit a rut and a rear axle cracked. The inventor telephoned to Detroit and arranged to be hauled back. A rivet axle was wrenched out of scrap iron, fitted into the place, and once again the car started on its journey. This time the trip of 68 miles was completed without mishap.

The fact that made that historic journey twenty-five years ago became the Buick automobile. Today Buick motor vehicle are in operation in 104 countries throughout the world and enjoy a reputation for dependability and performance second to none. The Buick Manufacturing Company was born on January 30, 1899. During the first year of its

FINE WORK

1928 OLDSMOBILE CAR IS PRODUCT OF MUCH STUDY
CHANGES FOR BETTER

Automobile manufacturers generally do not make radical changes in the design of their products unless they are certain that the change is an improvement over the present design.

When General Motors brought out the 1928 Oldsmobile line it presented to the public the result of much study, experience and hard testing at the Proving Ground. No one opinion was accepted without question. Advice was obtained from Oldsmobile officials, experts of General Motors, designers from the Fisher Body Corporation, and Oldsmobile dealers who are in contact directly with the public. Numerous women were consulted to obtain the feminine judgment upon elements of appearance and charm.

As soon as the general lines were determined, artists made a body in modelling clay. Seven different bodies were made with this plastic material before the lines were finally approved. Artists made free hand drawings of fenders, and worked the better ones into dimensional drawings. From these, sculptors modelled the fenders in clay, from which wood carvers duplicated them in hardwood. These wooden models were then attached to a profile machine, an uncanny mechanism whose "fingers" glide over every portion of the model and guide milling tools which cut an iron die into exact replica of the wooden model. From these dies finished stampings are made.

Specific Tests
Even such minor items as the type of steering wheel and accelerator pedal were gone into thoroughly. Finally a committee of girls and women were asked to judge upon them and the selection was based upon their verdict.

Every part of the 1928 Oldsmobile underwent specific test at the General Motors Proving Ground. Every conceivable question regarding motor car operation was asked and answered before the final car was approved.

When it was finally accepted and judged the finest Oldsmobile ever produced it represented:

More than two years of continuous expert work.
1,000,000 miles of test driving.
The combined thought, knowledge, experience, and ideas of 60 engineers and specialists.

The best automobile that this group of engineers, specialists, laymen and laywomen could devise in its field.

No manufacturers do not make radical changes in their products without making sure that the change is for the better.

existence twenty-eight cars were made. During 1905, 527 Buicks were sold, 2,295 in 1906 and more than 3,000 in 1907. Twenty years later—1927—268,698 cars were manufactured.

General Motors
The General Motors Company was incorporated Sept. 16, 1908. On October 1, 1908, General Motors acquired the stock of the Buick Motor Company.

The General Motors Corporation is the largest industrial corporation in the world with assets greater than any other combination of business interests. Its business, principally, is the manufacture of passenger cars and trucks. Its entire resources including its world famous Proving Ground, its research laboratories, have united in producing the new Buick. With such a background the car is just naturally destined to retain the position of leadership which it has enjoyed throughout the world for twenty-five years.

To-day—twenty-five years after the historic run from Detroit to Flint, Buick presents a new automobile. That's important news to the automobile owning public throughout the world for the simple reason that it is an amazing news that engineers have been able to improve upon the Buick.

NEW "65" OUTSTANDING CHRYSLER MODEL A BEAUTIFUL BODY

Beauty in a motor car you discern at a glance. Regardless of other qualities in an automobile, your first impression—often a lasting impression—is conveyed by the car's lines, contours, proportions, and colour harmonies.

These elements Chrysler craftsmen combine in the new "65" models to achieve a beauty infinitely superior to the ordinary appeal.

From the outset, Chrysler engineers had the ideal that the new Chrysler "65" should be the world's finest moderately-priced car. They would design the car to convey, in an artistic, tasteful manner, a feeling of perfect comfort, unlimited speed and great power. Their painstaking efforts have led to an entirely new design of striking beauty.

Fleetness is emphasised by every detail. Stream-lined bodies are low-hung on a lengthened chassis, and as you look at the new Chrysler "65," hugging the road, it seems to be eagerly awaiting the driver's touch on the accelerator.

In front, the design is radically different. Radiator, hood and cowl are higher, and this increase in height has been so proportioned to the increased length that it accentuates a speedy and powerful appearance.

One of the first features that will strike your eye is the distinctive radiator design. Only a narrow, oval section of chrome-plated shell is visible. Harmonising with the distinctive shape of the radiator is the chrome-plated cowl band and the new bowl-shaped chrome-plated headlamps, supported by a gracefully arched tie-rod. The cowl lamps match the headlamps, and enhance the neat appearance of the hood assembly by concealing the light coils in hollow brackets. The radiator cap, lower and broader, its wings now low sweeping, personifies the agile character of the whole car.

Lower, broader fenders, full crown in type, are shaped in long, graceful sweeps, contributing measurably to the fleet aspect of the car. Their design protects the front of the car from splashes and actually reduces wind resistance.

The moulding treatment is new, and besides giving all bodies a speedier appearance, also assists in a more pleasing distribution of the body colours.

Curved, embossed panels in the sides of the hood harmonise perfectly with the new arched treatment of windows on closed models, and the new slope of the roof line. A section of the top of the hood and cowl is embossed in "V" shape in ultra-modern spirit.

That part of the car which often seems neglected by body designers, the rear, is kept unbroken and neat by carefully handling the fender aprons to join the gas tank shield. The contour of the rear is carefully adapted to complete the flowing movement of the entire design.

New and modish finishes in Duco are available in combinations of permanent, eye-soothing quality.

Beauty alone is not the only important feature of the new Chrysler "65." Chrysler engineers have surpassed themselves in improving the power plant and chassis, which had already been regarded as supreme.

Engine Developments

The new "65" power plant is featured by Chrysler's latest and greatest engine development—the "Silver Dome" high-compression engine, using ordinary gasoline, delivers the advantages of high compression—greater power, greater smoothness, phenomenal acceleration, higher speed and all-around performance.

The new "Silver Dome" engine is astonishing for its ability to work under sustained speed continuously. At 65 and more miles an hour, the engine is quiet and smooth running—a perfectly balanced power plant. Rubber insulation between the engine mountings and the frame destroys noise and vibration. A special impulse neutraliser prevents even the slightest tremor from being transmitted to the body. The engine delivers 45 horsepower, a remarkable amount for cars of the size and class of the "65."

Due to the efficiency of the high-compression type of engine, the new Chrysler "65" is amazingly economical in its use of fuel. Incidentally, if you desire an even higher compression ratio in order to best utilise the high test fuels, the Chrysler "Red Head" cylinder head may be substituted for the "Silver Dome."

Among the many other features that make the new Chrysler "65" so remarkable is the completely redesigned seven-bearing crankshaft. (Only car now this price with this development); all

CAR SPEED RECORD RAY KEECH RECEIVES ANNUAL AWARD

WAKEFIELD TROPHY

Ray Keach, holder of the world's automobile speed record, will receive an annual award of \$1,000, nearly \$5,000, as long as he holds the title, by reason of winning the Wakefield gold trophy, donated by Sir Charles Wakefield, noted English patron of sports, and has already received the first payment of the honorarium.

The Payments

The payment amounting to \$585.12, covering the period from April 22 to May 31, has already been transmitted to the record holder, and the payment from the fund will be made to him on a monthly basis.

This announcement has been made by the Contest Board of the American Automobile Association, following receipt of word from Sir Charles that the record has been formally ratified and accepted.

Speed Record

Keach won the world's speed record at Daytona Beach, Fla., on April 18, when, under the auspices of the A. A. A. Contest Board, he drove a car designed as a Triplex with three Liberty motors, at the rate of 207.55 miles per hour, defeating the previous record of Capt. Malcolm Campbell, noted English racing driver. The car was built by J. M. White of Philadelphia.

Sir Charles Wakefield has requested the A. A. A., as the American official race governing body, to handle the payments of the annual reward to the record holder.

chrome steel exhaust valves; Invar strut pistons; full force feed oil system; oil filter; air cleaner; manifold heat control; impulse neutraliser; integral crankcase ventilation, etc.

Scores of advantages are present in the new Chrysler "65" to afford maximum comfort. Rubber shims, placed between the body and frame, aid in preventing squeaks, misalignment of the body on the frame and the hold-down bolts from becoming loose. Front and rear springs are of generous length. Rubber shock insulators—blocks of live rubber—taking the place of metal spring shackles, afford ideal spring action and simplified maintenance, and eliminate numerous points which formerly required constant lubrication. Lovejoy hydraulic shock absorbers add to the exceptional riding qualities not equalled in a car of this class and weight.

Drivers soon appreciate the easy handling and the safety performance of the Chrysler "65." The car will hold its course on straightaways almost unaided, and, through exact proportioning of the steering gear leverages, the car is surprisingly steady on rough roads. Due to its lower centre of gravity, the "65" is exceptionally stable, holds the road well and resists skidding.

A highly important distinction of the "65" chassis is the system of internal-expanding hydraulic four-wheel brakes. This type is safer because the linings are sealed inside the hubs against dust, dirt and water, and more desirable because they are squeakless. The hydraulic principle exerts perfectly equalised and easy braking action.

The frame of the new "65" now measures 164 inches in length. Its permanent rigidity is assured by five cross supports of unusual size. Special attention has been paid to the joints of the body, and rigid braces at all these points eliminate squeaks and rattles.

Artistry in Coachwork

The interior treatment is just what you would expect to find in so beautiful a car. Cushions are deep and form-fitting, with arm rests at each side of the rear. A fine grade of upholstering materials is used, in charming tones to suit the finish of the body. Beautiful garnish mouldings in walnut finish are standard on the "65" Sedans, and Coupe with rumble seat.

Appointments include smoking case and vanity case in the rear compartment; oval dome light with integral switch; attractive new instrument panel in black and silver; with indirect lighting; horn and throttle controls at top of steering post; beautiful interior hardware fittings. Doors have been widened and equipped with large windlances and rubber wiper strips to insure against drafts; on the exterior a new design of door handle is used.

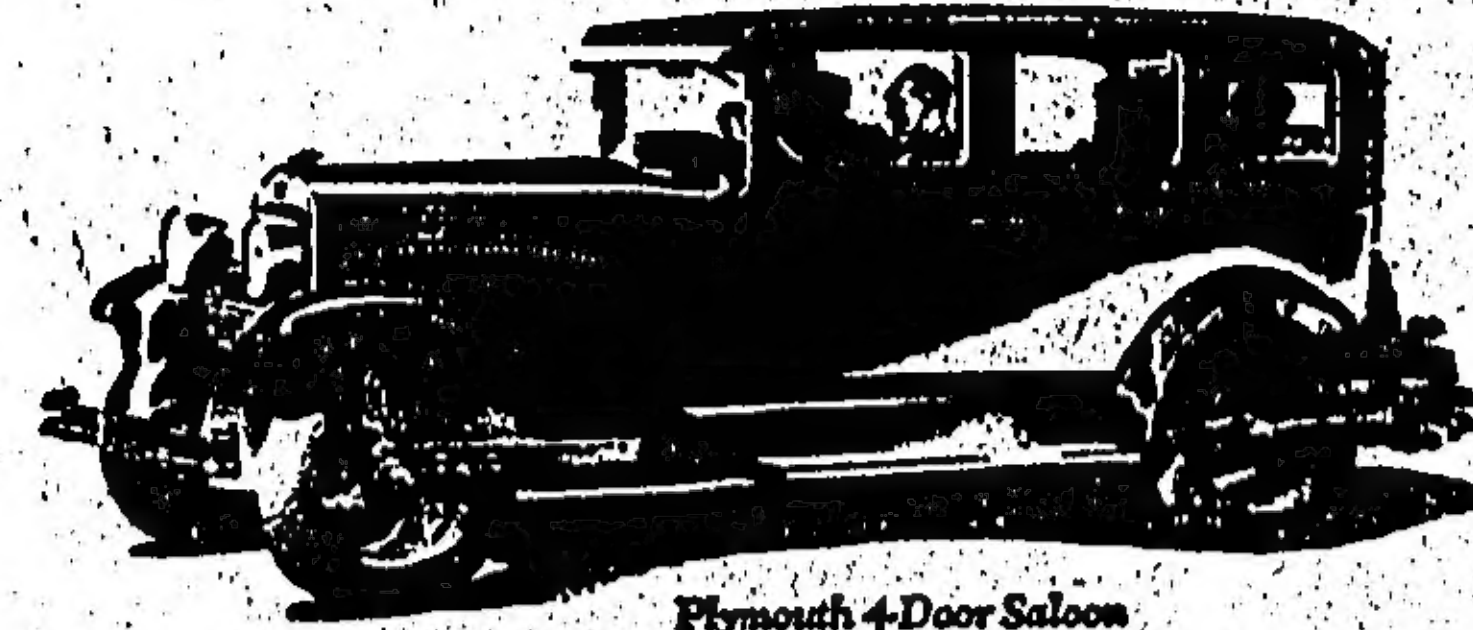
Draft plates are placed around pedals and controls, matching the thick rubber floor mat. Inside of the dash panel is a waterproof liner.

The line is complete with six splendid body models, including Coupe (with rumble seat); Business Coupe (with commodious luggage compartment in rear deck); Roadster (with rumble seat); Two-Door Sedan; Four-Door Sedan and Touring Car.

CHRYSLER

presents

entirely new style creations
in the low-priced field



Plymouth 4-Door Sedan

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ALL Chrysler research, engineering and manufacturing have been inspired by the fundamental motive of giving ever greater quality and value.

Now with a new product—the Plymouth—Chrysler is the first to give at so low a price the advantages of performance, riding ease, dependability and full adult size which characterise fine cars of higher price.

The Plymouth finally answers the search

for quality in the low-priced field. The Plymouth assures in its advantages the full measure of quality and value to which buyers of low-priced cars have long been entitled.

We believe there has never been a car anywhere near its price that can approach the Plymouth for power, pick-up, smoothness, easy handling, safety, quietness and roominess—nor that can equal it in beauty and style.

Price \$2,385

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With Screen Body . . . \$760
With Panel Body . . . \$770
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Chassis Prices:
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(Commercial chassis based upon above)
Two Ton \$2050
(Solid frame commercial chassis)

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Heavy Duty Engine

2½ Tons to 15 tons capacity

Prices ranging from

\$3690 to \$5820

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43 WONG NEE CHUNG ROAD, HAPPY VALLEY

A TRUCK FOR EVERY PURSE AND PURPOSE

TYRE SIZES.

RUBBER INDUSTRY WILL PUT DREAM TO REALITY

STANDARDIZATION

Standardization of tyre sizes, long the dream of the rubber industry, is rapidly merging into reality in the United States through steps that have been taken by various rubber organization leaders, national automobile and rim manufacturers in reducing the number of sizes on balloon tyres.

While no immediate benefit will be derived from this movement, excepting its convenience to dealers in stocking and consumers in obtaining tyres, ultimately it will result in the reduction of the cost of tyres to the automobile user, it is declared.

The standardization programme was effected as a result of long study by officials of the Goodyear Tyre and Rubber Company and other rubber organizations, working in conjunction with the National Automobile Chamber of Commerce, the Rubber Association of America, the Society of Automotive Engineers and the Tyre and Rim Association of America. By this programme the new American tyre and rim standard has been reduced from 32 to 18 sizes, ranging in cross section from 4.50 to 7.00 inclusive, the present 6.20 and 6.75 sizes being re-branded 6.50 and 7.00 respectively. The present method of marking tyres by overall and cross section diameters will also be dropped by Goodyear in favour of marking with the cross section followed by the rim diameter on which the tyre is to be used. This method will give emphasis to the main factors involved in determining tyre sizes—cross section and rim diameter. For instance the size known as 30 x 4.50 will be marked 4.50-21.

Until the new method of marking has become familiar to the automobile user, however, the nominal overall and cross section size, in accordance with the old method of designating tyre sizes, will be placed beneath the new marking of cross section and rim diameter. Present tyre sizes made obsolete by this programme will be manufactured and furnished as long as a reasonable demand exists, it was said.

NO MERGER

PACKARD WILL NOT SURRENDER POSITION

RUMOURS DISPELLED

Recently there has been a great deal of discussion in the press regarding combinations and mergers of motor car companies. Most of these rumours and newspaper articles have mentioned Packard as one of the companies to be combined or merged.

"Our position—says Mr. Alvan Macauley, President of Packard Motor Car Company, Michigan (Detroit), U. S.—has been and is, that we will not merge or consolidate with anyone. We have made our own way from the beginning. We have created a position for ourselves and a reputation that is distinctive and unique. We do not intend to surrender either."

"The personnel of the company from the beginning was made up of men who knew and loved fine things, mechanically and artistically. So the company was born to occupy the fine car field. Its reputation has been made in this field, so it is natural that we should feel that we can serve the public best by confining our efforts and development to it."

"The history of fine things throughout the world shows that they are produced by men and organizations that have no other thought, no other ambition, and no other ideals."

"We do not build to a price and we do not cater to the world. Our clientele knows us well and we know them. They are discriminating and we try never to lose sight of that fact. We know that the single standard of high quality will produce better motor cars than were we to attempt to secure the business of the world by building to all the pocketbooks in it. The public has appreciated our single standard of quality ideals and we shall stick to them."

programme will be manufactured and furnished as long as a reasonable demand exists, it was said.

MOTOR TYRE DUTY.

SAFEGUARDING HOME INDUSTRY.

COTTON YARN IMPORTS

[By Reginald Moseley, Governing Director of David Moseley & Sons.]

London.—The Safeguarding of Industries Act, as far as it concerned my own industry, came into being in April, 1927. I feel, therefore, it may be rather too soon to be able to give concrete examples as to the actual results, beneficial or otherwise, to the British India-rubber manufacturer.

Speaking broadly, I think that the Act can be of great benefit to all manufacturers in the long run, but in its early stages it is bound to be difficult to trace any result, in view of the fact that the foreign manufacturer was aware that the Act was likely to come into being.

Consequently enormous stocks of motor-car tyres were shipped into this country by the foreign manufacturer immediately before the Act was put on the Statute Book. This was done for two reasons:—

- (1) to avoid paying the duty; and
- (2) to enable the foreign manufacturer to have large stocks in this country during the time he would be building or equipping works suitable for the manufacturer of his special article.

In view, therefore, of the fact that enormous stocks of dumped tyres were sent into this country immediately before the Act, it means that up to date the British manufacturer has not materially benefited, owing to the fact that it is necessary for these stocks to be liquidated, but it has had the enormous advantage of the following firms establishing works in this country for the manufacture of tyres:—

Goodrich.
Goodyear Tyre & Rubber Co.
Michelin Tyre Co.

Pirelli (this firm was established in this country for cable making, but not for making tyres, prior to the Act).

Firestone.
India Tyre & Rubber Co. of Great Britain, 86, St. Vincent-street, Glasgow, C.2.

A moot point.
Now this, of course, means keen competition in this country by these foreign firms, firms which, being established, intend to make good. This increases the trading competition actually in this country, and this means, of course, that there can be no possibility of an increase in the price of commodities owing to this measure of Protection. Naturally the foreigner who establishes himself here means, if he can, to capture the market, and to recoup himself for the capital he has expended. Looking at it, therefore, from one point of view, it is a moot point whether the British manufacturer benefits.

Nevertheless, he is bound to benefit in the long run, in view of the fact that he is competing with the foreign manufacturer on the same basis of wages, rates and taxes, and other items of this nature.

Now, on the other side, we see, or hope to see, in the future a very material advantage, in view of the fact just stated, namely, that we are on the same basis. It is bound to cause more employment in this country, so reducing our rates, taxes, and, more especially, the duty. Therefore, as our rates and taxes are reduced, or will be reduced in the future, so we shall be able to manufacture more cheaply and compete with our foreign competitors in the markets abroad.

Over a Million.
Mr. Churchill in his Budget has gone one step further, with a view to reducing, if possible, the rates on Industries. Industry provides 20 per cent. of the total rates in this country, without taking into account shops and offices, which are not included in the various other classes, but come under dwelling-houses, shops, offices, and other classes of property not mentioned in the preceding headings.

This class, No. 20, accounts for 70 per cent. of the rates of our country, and it would seem that a very large proportion of this amount may be provided by people engaged in commerce. So it is obvious that if we can obtain a considerable reduction in the rates

SUNBEAM PRODUCT

TWENTY-FIVE YEARS ON THE ROAD.

BRITISH RELIABILITY

That considerable interest has been shown in the early types of motor cars is evident by the fact several competitions have been organised for cars which have been on the road for a quarter of a century or more.

Some of the cars entered in these events are very wonderful examples of early automobile engineering, but few of them have been running regularly since they were originally put into service.

One car which has figured in several of these events is a 1903 four-cylinder Sunbeam, owned by Mr. W. H. Cocks, of Weybridge, Surrey. This car has been in regular use for the past twenty-five years and as some indication of its present condition it may be mentioned that Mr. Cocks frequently drives over 100 miles in a day.

Mr. Cocks took part in the run from London to Brighton last November and was awarded a Gold Medal, and also received Third Prize at the Coventry Hospital Carnival last June.

No engine gear parts have ever been replaced on this car. It has the original body, hood and upholstery, although some modern fittings, such as magneto ignition and electric lighting, have been added by its present owner. The car will still attain a speed of 80 m.p.h. on the level and will keep up a steady average of 20 m.p.h.

This is not only an instance of reliability of British cars in general, but is a very remarkable testimonial to the quality of Sunbeam products.

paid in this country, and a large reduction of the heavy tax of the duty, it is bound to have its effect in the future. The more industries which are safeguarded in this way, the sooner we are likely to regain our supremacy in the world's trade.

If you take the figures in 1927, it is shown that 1,054,025 motor covers were imported into this country, of which 645,783 were imported up to the end of April, i.e., before the Budget; over 60 per cent. of the total for the year.

Out of 639,771 motor tubes imported for 1927, some 404,654 were imported before the end of April, namely, over 60 per cent. of the total imports for the year. These figures alone should be sufficient to show the ultimate benefit which will accrue to this country by compelling manufacturers to manufacture these goods in this country.

The figure is surprising when one realises that there are supposed to be somewhere about 1,000,000 vehicles in use in this country, and in view of the large mileage put up by tyres to-day. At a generous estimate, a car uses three tyres a year, as actually amongst private users the average car does not use two tyres a year at the present day. In other words, apparently half the consumption of this country has already been shipped from abroad.

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Further, as manufacturers of our own fabric for motor tyres and buyers of large quantities of cotton goods, we are convinced it is to the cotton trade that the greatest advantage would accrue if a duty were placed on all manufactured cotton goods, and we would expect it to quickly to solve the present position of unemployment.

There are at present being imported into this country large quantities of cotton yarn in the shape of motor fabrics, and a host of other articles which do not pay their share of taxes to this country. Hitherto the question whether they should pay or not has been decided largely by the Manchester merchants, whereas the spinners and manufacturers should decide for themselves.

With regard to export trade of finished cotton goods, so long as it is necessary to buy piece goods from foreign countries, a rebate of duty would be made on re-exportation, as is at present done for the silk and artificial silk trade.



It's Here!

THE Silver Anniversary Buick is in our show-rooms. Come as our guests to-day, see Buick's new body lines and colors and arrange with us to drive the new car.

THE DRAGON MOTOR CAR CO., LTD.

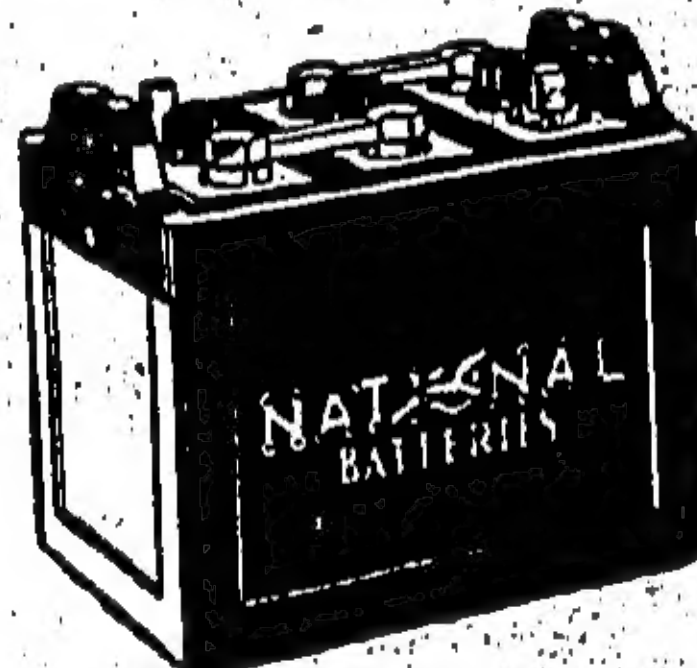
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NATIONAL BATTERIES



give the biggest value at the most Reasonable PRICE.

Type.	Car.	Price.
611RF	Auburn 4, Buick, Ford Chrysler 4, Chevrolet, Whippet 4, Plymouth	\$22.50
611SF	Chrysler 62, Essex, Jewett, Graham, Erskine, Whippet 6, Oldsmobile	\$25.00
613RF	Buick, Studebaker, light and std., 6, Gardner, Willys-Knight	\$27.50
613SF	Auburn 8, Buick M.6, Chandler, Hudson, Packard 6	\$32.50
615RF	Chrysler 72 & 80, Studebaker big and Spec. 6, Packard 8, Nash, La Salle, Cadillac	\$40.00
127SF	Dodge before 1926, Graham Truck	\$45.00

Your next battery should be a

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Sole Agents—

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18, Queen's Road, C.

"OAKLAND"

THE

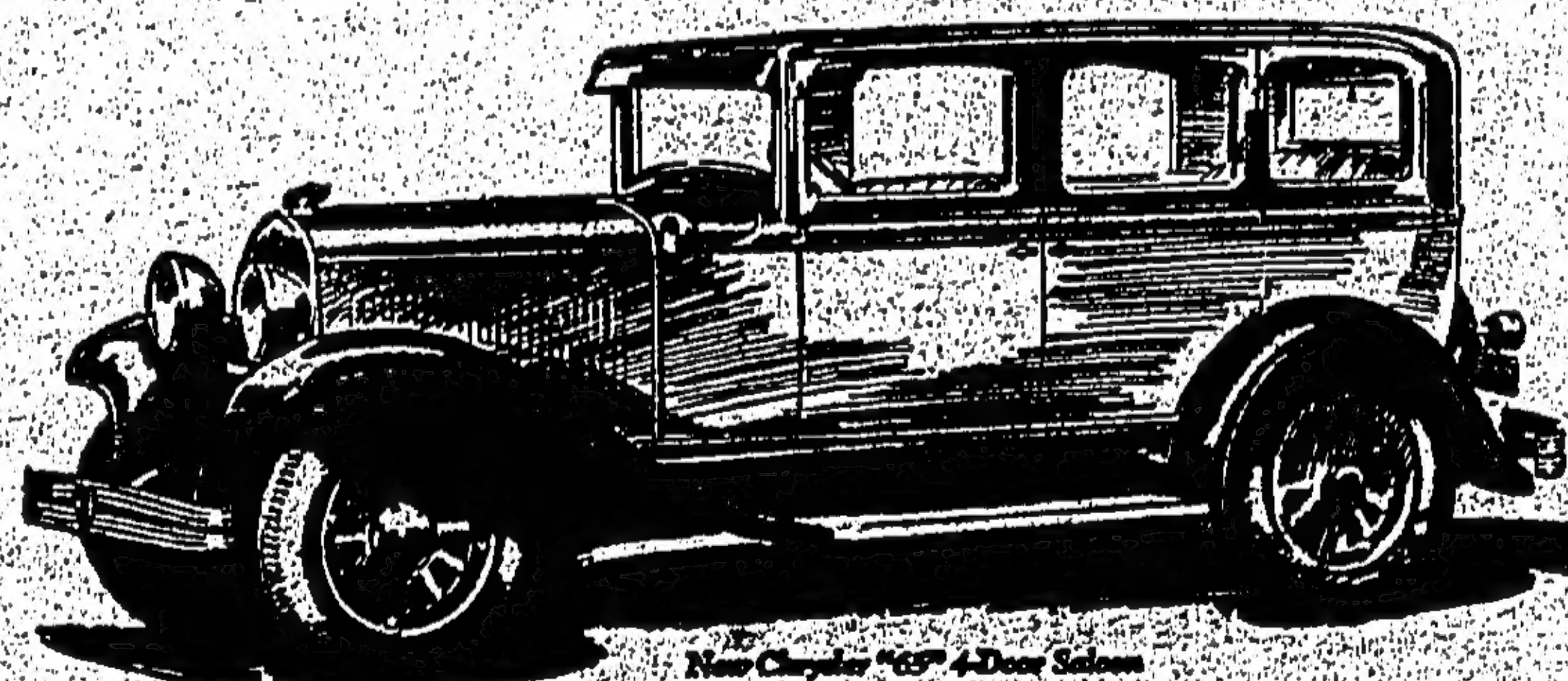
SMARTEST CAR

ON THE ROAD.

L. C. LTD.

New

CHRYSLER "65"



New Chrysler "65" 4-Door Sedan

IN the new Chrysler Sixes—the "75" and the "65"—Chrysler now sets striking new measures of beauty, when the artistry of an industry was seemingly at its height—new measures of performance, beyond even the sparkling Chrysler of other days—new measures of value—lower prices. It is expected of Chrysler that it shall provide the public with new style, new performance, new quality, new value. For it is the outstanding genius of Chrysler engineering, research, and manufacture that periodically produce new extraordinary

offerings, beyond anything else the industry provides in performance and style. It is natural therefore, that the public has acclaimed these new Chryslers as surpassing all that has gone before—as ushering into existence an entirely new motoring style that re-styles all motor cars. In view of the unique degree of beauty, power, speed, luxury, comfort, efficiency and value of the new "75" and "65," it is not at all strange that the whole country is today more than ever Chrysler-wild.

Features—New Chrysler "65"—New large engine—65 h.p.—"Hood-Dome" high-compression head—using new patent—characteristic Chrysler speed, power and pick-up—counter-weighted 7-bearing crankshaft—only car of its size—this price with this costly features—new, under-pipe exhaust—new hood-shaped lamps

—beautiful coach moulding and coil lamps—new, longer chassis and longer wheel, roomier interior—new chassis and longer wheel, roomier interior—new chassis and longer wheel, roomier interior—new chassis and longer wheel, roomier interior

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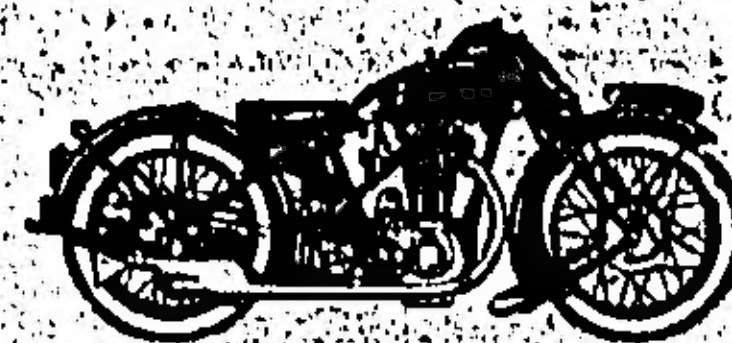


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1-7 1/2 Ton Capacity.
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HONG KONG, THURSDAY, SEPTEMBER 27, 1928.



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NEW HUDSON
MOTOR CYCLES.

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THE BLUE FUNNEL LINE

REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE.

"SARPEDON" 3rd Oct. Marseilles, London, Rotterdam & Glasgow
"CALIAS" 10th Oct. Marseilles, London, Rotterdam & Glasgow
"PATROCLUS" 31st Oct. Marseilles, London, Rotterdam & Glasgow

LIVERPOOL SERVICE.

"EURYLOCHUS" 20th Oct. Genoa, Havre, Liverpool & Glasgow
"TITAN" 27th Nov. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

via Kobe & Yokohama
"PROTESILAS" 9th Oct. Victoria, Vancouver & Seattle
"TALHYBIUS" 27th Oct. Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"AGAPENOR" 17th Oct. New York, Boston & Baltimore
"PYRRHUS" 16th Nov. Boston, New York & Baltimore

INWARD SERVICE.

"MERIONES" Due 29th Sept. For Shanghai, Kobe & Yokohama
"ASTYANAX" Due 10th Oct. For Shanghai, Marseilles, Kobe & Yokohama

PASSENGER SERVICE.

"SARPEDON" 3rd Oct. Singapore, Marseilles & London
"PATROCLUS" 31st Oct. Singapore, Marseilles & London

Sails at daylight
Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to:-
Butterfield & Swire.
Agents.

POST OFFICE NOTICE.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.
The public is particularly warned against the practice of sending coin through the post in letters. The practice besides involving risk of loss is directly in contravention of the Post Office Ordinance and the P.M.G. may be compelled to take proceedings under that ordinance.

INWARD MAILS.

From	Per	THURSDAY, SEPTEMBER 28.
Japan, Shanghai and Europe via Siberia	Kashgar	
Europe via Suez (Letters & Papers 30th Aug. and Parcel mail London, 23rd Aug.)	Khiva	
Straits	Lahore	
U.S.A., Canada, Japan and Shanghai	President Cleveland	
Straits	Ship due 28th 6 p.m.	
Shanghai and Swatow	Soochow	
Manila	Empress of Canada	
Japan and Shanghai	Fushimi Maru	
Australia and Manila	Changto	
For	Per	FRIDAY, SEPTEMBER 29.
Formosa	Argun Maru	3.30 p.m.
Sam Shui and Wuchow	Chung On	4 p.m.
Shanghai	Glentara	4.30 p.m.
Hohow, Pakhoi and Haiphong	Limchow	5 p.m.
For	Per	FRIDAY, SEPTEMBER 28.
Straits, Ceylon, India, Mauritius, E. & S. Africa	Chicago Maru	8.30 a.m.
Manila, Sendakan, Australia and New Zealand via Thursday Island—due Thursday, 18th Oct. Parcels Noon. Registration 1.45 p.m. Letters 2.30 p.m.	St. Albans	
Swatow, Amoy and Foochow	Hai Ching	2 p.m.
Shanghai, Japan and Europe via Siberia	Khiva	6 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 27th Oct. K.P.O. Parcels 4.30 p.m. Registration (Sept. 29th) 9 a.m. Letters (Sept. 29th) 10 a.m. G.P.O. Parcels 5 p.m. Registration (Sept. 29th) 9.45 a.m. Letters (Sept. 29th) 10.30 a.m.	Kashgar	
For	Per	SATURDAY, SEPTEMBER 29.
Japan	Bokuyo Maru	10 a.m.
Manila	President Cleveland	4.30 p.m.
Shanghai and Europe via Siberia	Seichuen	6 p.m.
For	Per	SUNDAY, SEPTEMBER 30.
Swatow, Amoy and Formosa	Kishu Maru	9 a.m.
Bangkok via Swatow	Kaying	9 a.m.
For	Per	MONDAY, OCTOBER 1.
Shanghai, Japan and Victoria, B.C.—due Victoria, B.C., 22nd Oct. Parcels 5 p.m. Registration 5 p.m. Letters (Oct. 2nd) 8.30 a.m.	President Lincoln	

*Correspondence bearing vessel's name only.

U. S. AVIATORS UNDAUNTED

HASSELL & CRAMER

WARMLY WELCOMED ON
ARRIVAL IN COPENHAGEN
WILL TRY AGAIN

Copenhagen, Yesterday.
Hassell and Cramer arrived in a Danish steamer and were warmly welcomed by the American Minister, Mr. Dodge, representatives of the Aeronautical Society and other notabilities.
Hassell declared that he will re-attempt the flight from America to Stockholm via Greenland in 1929.
—Reuter.

MR. MANUEL ALVES

DEATH OF A WELL-KNOWN
PORTUGUESE RESIDENT
CIVIL SERVANT

The death occurred at his residence, No. 39, Haiphong-road, Kowloon, yesterday at 9.30 a.m. of Mr. Manuel J. D. Alves, Chief Clerk of the Imports and Exports Department, with which he had been associated for the past 20 years.
A very much respected member of the local Portuguese community;

POLITICS AGAIN



Peking, To-day.—General Yen Hsi-shan, the Nationalist ruler of Shansi province, whose troops are in control of Peking, in an interview by Chinese pressmen, declared that he has quite recovered from his illness.—Reuter.
General Yen did not attend the conference at Nanking although he sent out to do so. Illness intervened and he went back to Shansi.

Mr. Alves was a conscientious and hardworking civil servant, whose services were highly valued by the various heads of the department under whom he had worked during his 20 years of honourable service with the Import and Export Department. Mr. Alves originally joined the Government Service in the Post Office and had also been employed in the office of the Railway before being transferred to the I. & E. Office.
He was an old member of the Club Lusitano, and although he seldom himself figured in the sporting activities of the local Portuguese community, he was always ready to give his hearty support to all such movements.
Mr. Alves leaves a wife, two brothers and three sisters, all resident in the Colony, to mourn his loss. His death, occurring at the comparatively early age of 41 years, is deeply regretted by a large circle of friends, whose sympathies will go out to his relatives.
Last evening the funeral took place at the Roman Catholic Cemetery, Happy Valley, and was largely attended. There were many beautiful floral tributes, amongst which were those from Government departments in which the deceased had been employed.

ARGENTINE LOAN

RENEWAL OPPOSED: INTEREST TOO HIGH

Buenos Aires, Yesterday.
The Government has ordered the immediate repayment to the North American Bank of the last short term loan of \$12,000,000. The proposal to renew the loan at 7 1/2 per cent. was refused on the ground that the interest was too high.
Reuter's American Service.

HOME BY-ELECTION RESULT

AT CHELTENHAM

CONSERVATIVES RETAIN SEAT
WITH LARGE MAJORITY
LABOUR LAST.

London, Yesterday.
The result of the by-election at Cheltenham, caused by the death of Sir Agg Gardner is as follows:—
Sir Walter Preston (Con.), 10,438.
Sir John Brunner (Lib.), 6,678.
Miss Florence Widdowson (Lab.), 3,863.—Reuter.
[At the last General Election in October, 1924, the Rt. Hon. Sir J. T. Agg-Gardner, in a "straight fight" with the Liberal candidate, received 11,909 against his opponent's (Mr. J. S. Holmes) 9,146.]

"MODEL TREATIES"

PEACEFUL SETTLEMENT OF INTERNATIONAL DISPUTES

LEAGUE'S LATEST

Geneva, Yesterday.
The Assembly has adopted a plan for the peaceful settlement of international disputes by model treaties of non-aggression and mutual assistance.
Services Offered.

The League Council instructed the Secretary General to communicate a model draft of the peaceful settlement treaties to all the nations, members of the league and to the following non-members:—Afghanistan, Brazil, Costa Rica, United States, Egypt, Ecuador, Mexico, Soviet Russia, and Turkey and to inform them that the Council was prepared to offer their services if desired.—Reuter.

INDIAN ASSEMBLY

WITHDRAWS PRESS PASSES FROM PAPERS

"UNJUST" ASPERSIONS

Simla, Yesterday.
In the Indian Assembly President Patel announced that Press passes to the correspondents of the "Times of India" and the "Daily Telegraph" have been cancelled owing to the impartiality of the President's ruling on questions connected with the Public Safety Bill. The passes will be renewed only when they have made an unqualified apology for their "unjust aspersions."—Reuter.

FLOODS IN MEXICO

MANY KILLED IN COLLAPSE OF HOUSES

PENAL COLONY SUFFERS

Mexico City, Yesterday.
Serious floods and extensive damage have occurred on the west coast. At least 15 persons have been killed in the collapse of houses at Jalisco, which with Sinaloa Penal Colony in the Maria Islands, is the biggest sufferer.—Reuter.

TELEPHONY

PROPOSED THROUGH WIRE CANTON-HONG KONG

CHINESE SCHEME

According to the vernacular Press a definite scheme has been drawn up by the Canton authorities for the establishment of a long distance telephone between Hong Kong and Canton.

According to a report to hand, the scheme was originally drawn up by Mr. Lam Wan-kai the Mayor of Canton. Preparations have now been taken by the Head of the Bureau of Public Utilities to facilitate the matter.

It is said that the telephone poles will be fitted along the Kowloon Canton Railway, a distance of approximately 100 miles. The total expenses for the whole scheme is reckoned to be upwards of some \$190,000.
Although fixed charges for each exchange have not yet been drawn up, it is expected that a fee of \$1 will be charged for a period of four minutes and regular customers will pay a deposit of \$30.

SOME BUSY RUMOUR MONGERS

A DENIAL

NO UNPUBLISHED AIR AGREEMENT
"ENTIRELY UNTRUE"

London, Yesterday.
Following a report in a London newspaper that France and Britain had reached an Air Agreement, the Foreign Office states that there is no agreement or understanding of any kind with France regarding aerial matters that has not been published, and that all rumours to the contrary are entirely untrue.—Reuter.

HARBOURING

CHINESE FINED \$100 OR SIX WEEKS "HARD"

WANDERING "MUI TSAI"

Yesterday afternoon Mr. R. E. Lindsell heard a case, at the Central Magistracy, in which a Chinese couple were charged with kidnapping and harbouring a 18-year-old Chinese girl.
The girl, who was a mui tsai, said that on August 6 last she ran away from her mistress because of a beating she had received. She was

STATE BURIAL



Shanghai, Yesterday.—According to a message from Nanking, the date of the state burial of the late Dr. Sun Yat-sen (the father of the Chinese Revolution) has been officially changed to March 8, 1929, the anniversary of his death.—Reuter.

wandering about the streets not knowing where to go when she was accosted by the male defendant, who took her to a house in Yau-mat where she met the female defendant and a woman relative. After a while, the girl ran away from the house and came over to Hong Kong, where she was met by the man who took her back to Yau-mat.

The defence was that the couple had only given shelter to a homeless girl.
There was no question of the girl being confined in the house. She had perfect freedom and could come and go as she liked.
The male defendant was convicted on the harbouring charge and fined \$100 or six weeks' hard labour. The woman was discharged with a caution.

HARBOURING?

YOUNG CHINESE GIRL BEFORE THE COURT

A young Chinese girl, dressed in a red silk coat, appeared in the dock at Mr. R. E. Lindsell's court this morning. She was charged with abducting and harbouring a 18-year-old girl on Sept. 25.

Defendant denied the charges. On the application of the prosecution, who intimated that the Secretary for Chinese Affairs is taking up the case, his Worship remanded it until to-morrow.

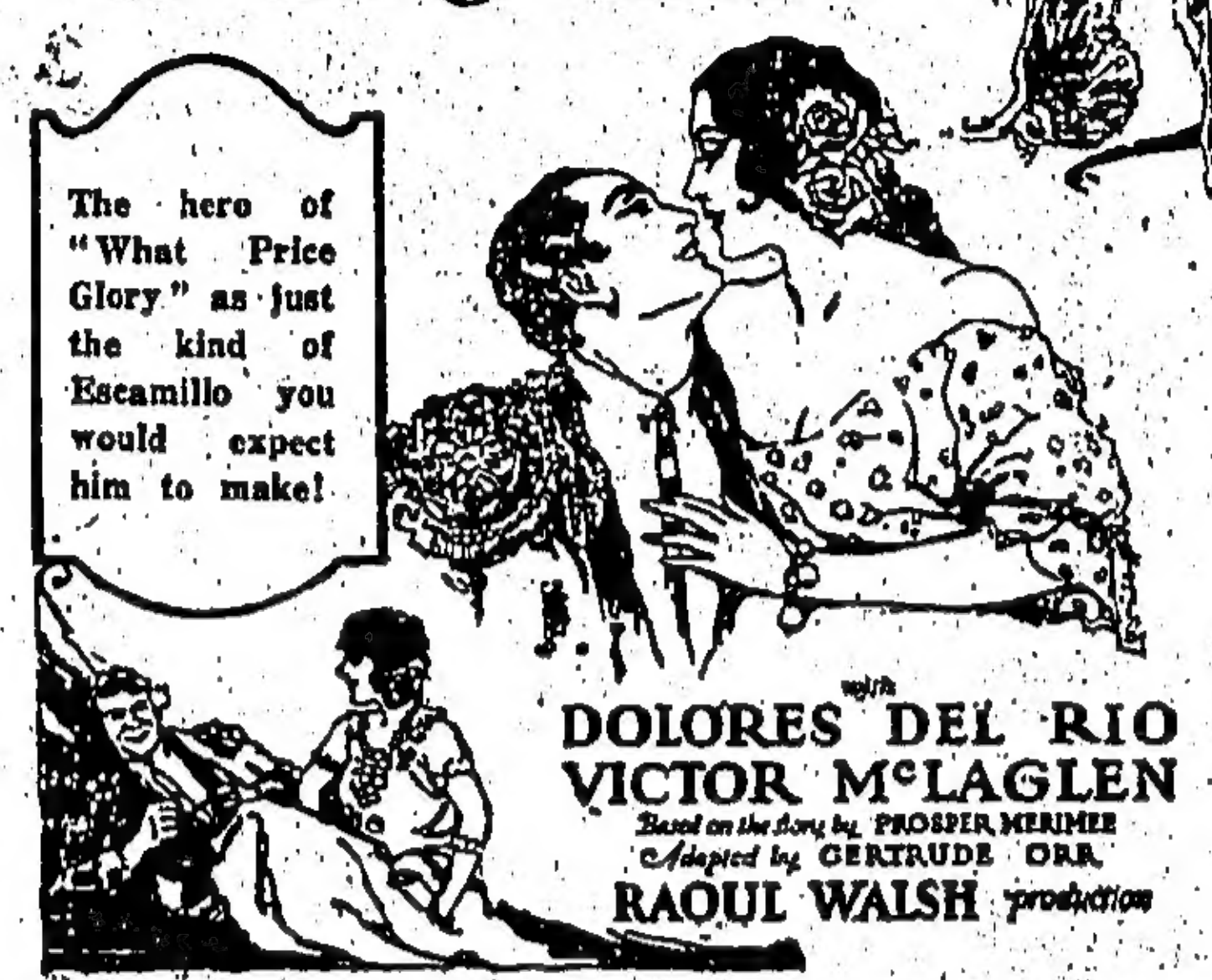
"RED" ACTIVITY

Helsingfors, Yesterday.
Forty-six Communists who have been found guilty of seditious activity were sentenced to from one to fifteen years' imprisonment. Three others were acquitted.—Reuter.

VICTOR McLAGLEN AS TOREADOR!

WILLIAM FOX
presents

LOVES OF CARMEN



DOLORES DEL RIO
VICTOR McLAGLEN
Staged on the tour by PRODIGE MINERIE
Adapted by GERTRAUDE ORA
RAOUL WALSH production

AT THE
QUEEN'S TO-DAY TO SATURDAY
AT 2.30, 5.10, 7.15 & 9.20.
Usual Prices—Advance Booking For Dress Circle Daily From 11 a.m.

THE GREATEST athlete of the screen in a splendid adventure story—A tale of treasure, combat, intrigue and fiery love in South America!

DOUGLAS FAIRBANKS IN THE GAUCHO

THE FAMOUS STAR IN HIS FINEST, MOST DASHING ROLE!
AT THE
WORLD TO-DAY TO SATURDAY
SPECIAL TIMES.
Orchestra 5.00 & 9.80. Interpreter 2.30 & 7.15.

ACTION, SUSPENSE, THRILLS, SURPRISES!

MONTIE BLUE in "The Brute"

With
LEILA HYAMS
CLYDE COOK

A GREAT story of the Oklahoma oil rush!

AT THE
STAR TO-DAY TO SATURDAY
Continuous 2.30 to 11.15.

AN ALUMINIUM SHAKER GIVEN FREE WITH EVERY TIN.

Thompson's "DOUBLE MALTED" Sweet Chocolate Flavor Malted Milk

Obtainable from all Stores, Dispensaries, Hotels and Restaurants.
Sole Agents:—HUI & HUI CO.,
Alexandra Building.

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